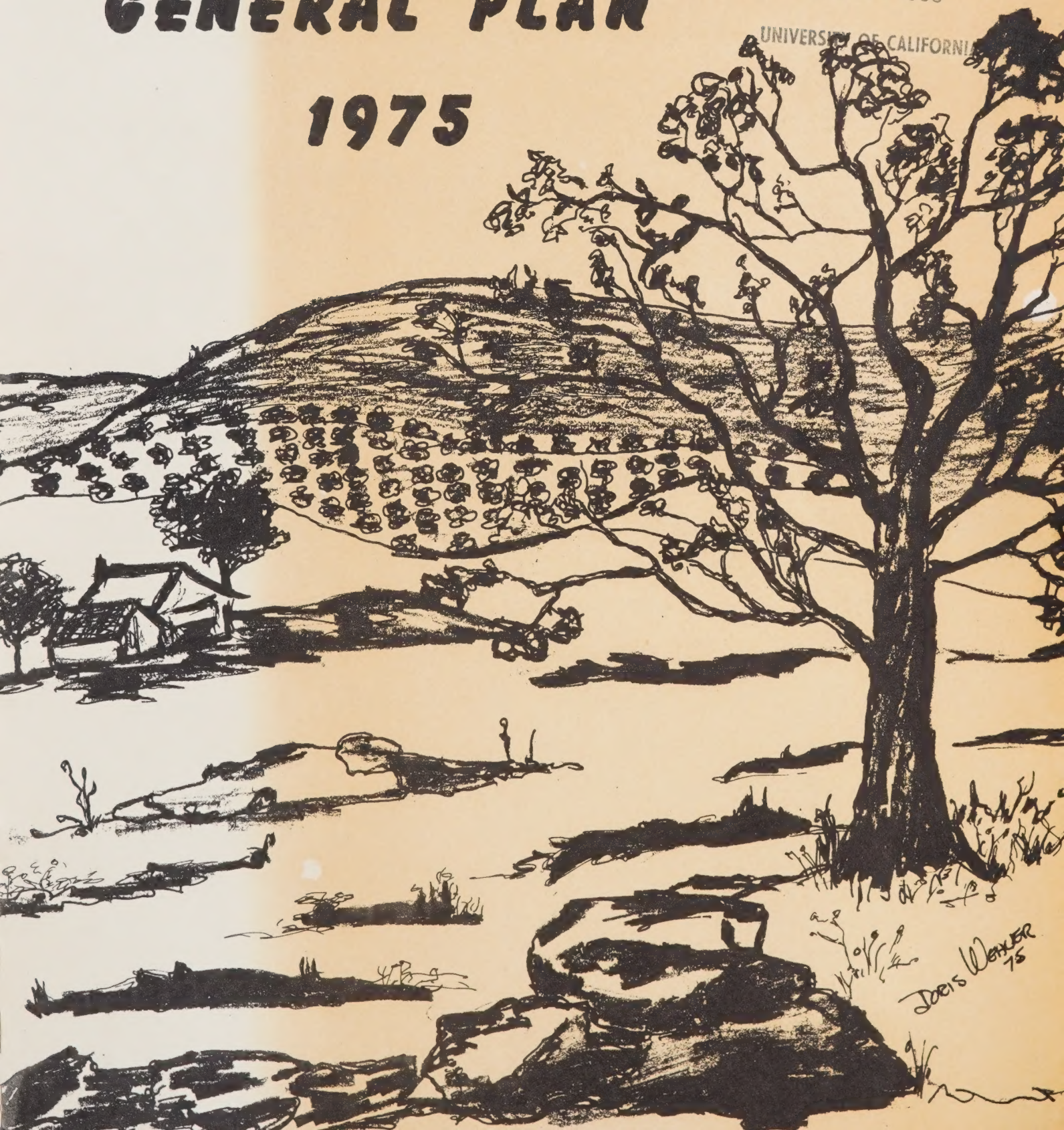
LOOMIS BASIN GENERAL PLAN 1975



FOREWORD

As the second major comprehensive planning study performed by Placer County in the Loomis Basin, this plan is intended, when adopted, to amend in full the first Loomis Basin General Plan, adopted in 1964. It will provide a guide to the orderly growth of the Loomis Basin area until 1990 and will serve to locate increasing residential development where it is most desirable considering its many facets. The land use pattern contained here is based upon a new appraisal of population and housing growth as well as more complete physical environmental data. This has enabled the Loomis Basin Planning Committee, a citizens' advisory group working with the Placer County Planning Department, to readjust the suggested land use pattern to a more realistic configuration and at the same time, to conserve the rural, agricultural surroundings for the enjoyment of present and future residents.

The General Plan is a guide for growth and development. When adopted by the Board of Supervisors, it becomes the policy of the County and forms a broad framework for mutual understanding among citizens, public agencies, County staff, the Board of Supervisors and its advisory groups, especially the Planning Commission. As the basic document affecting land use for the area, it is implemented by public and private decisions for capital improvements and property acquisitions, land use decisions of the Board of Supervisors and Planning Commission, as well as by administration of applicable zoning ordinance requirements.

TABLE OF CONTENTS

TABLE OF CONTENTS (continued)

I. INTRODUCTION

Description of the Study Area

The Loomis Basin study includes an area of 80 square miles of attractive countryside in the foothills of the Sierra Nevada which contains the unincorporated communities of Loomis, Penryn, and Newcastle, as well as portions of the cities of Rocklin and Roseville. It lies roughly 25 miles northeast of Sacramento, the Capitol city of California. Over the past ten years, the land use pattern has been changing from rural-agricultural to residential development on small acreages. Several areas are built up beyond their capacity to utilize rural-type water and sanitary facilities while public services such as sewers have been provided in areas which have not developed.

Interstate freeway route 80 traverses the study area from Roseville in the southwest corner to Auburn in the northeast. The freeway brings many travelers who require limited commercial services along the way. A major East-West Southern Pacific Railroad line also passes through the basin, roughly paralleling the freeway. In times past, the rails provided passenger service with several stops throughout the area. Now no passenger service is provided by the Amtrack system. Rail service is limited primarily to the transport of fruit and freight.

The terrain varies from nearly flat and gently rolling up to fairly steep hillsides. Elevations range from 200 to

1200 feet above sea level, but the majority of the Basin is between 500 and 800 feet.

Antelope, Miner's Ravine, and Secret Ravine Creeks are the main watercourses which collect surface runoff and groundwater from the complex and widespread drainage pattern of the Basin. Copious amounts of groundwater are as yet untapped in this area.

The study area is bounded on the east by Folsom Lake State Park and Reservoir which offer a full range of water-oriented recreational opportunities.

The Planning Process

In early 1973, a large group of residents in the Loomis Basin requested that Placer County adopt more restrictive zoning than existed and asked for a reappraisal of the conditions upon which the first Loomis Basin General Plan, adopted in 1964, was based. A citizens' advisory group, the Loomis Basin Planning Committee, was appointed by the Board of Supervisors in July of 1973 to work with County staff in the preparation of a plan amendment. The members of this committee prepared many of the individual reports and maps which support this study. A set of goals and objectives was developed and several alternatives to the plan were considered by the committee.

At the beginning of the process, a plan questionnaire was mailed to all 6700 property owners in the study area in an effort to discover problems and deficiencies as well as

identify community goals. Response was excellent, with over 43% of the property owners participating. Results indicated that approximately 79% of all property owners are residents of the Loomis Basin. Opinions expressed on the questionnaire were considered thoroughly in the preparation of the plan. A summary of the results is contained herein as Appendix A.

Staff retained several consultants, who completed studies in the fields of ground water, vegetative cover, geology, and public services. John G. Livingston, Consulting Geologist, mapped, interpreted, and reported on the geologic and hydrogeologic features while Charles Goudey, Soil Scientist, provided a color infrared aerial survey and interpretation of seasonally wet areas, vegetation and cultural features. William Zion of McDonald and Smart, Inc., provided a report on public services and spheres of influence for public service districts. The main thrust of the Zion report was to orient growing residential development into areas where the fullest range of public services would be available. An up-to-date Soils survey and report was obtained from the USDA, Soil Conservation Service, including interpretations of suitability for various land use components. The Murray-McCormick Environmental Group prepared a special report on sewer and water capabilities and recommendations for future service.

After nearly two years of data gathering and analysis of information, County staff has, with the aid of the Loomis

Basin Planning Committee, prepared comprehensive recommendations on major changes to be made in the Loomis Basin General Plan. During this study period, beginning in March of 1973, most of the plan area has been placed in an interim zoning which restricted extensive development of all types to allow the Planning Committee and staff to conduct and report upon their studies. This recommended revision is the culmination of their studies and is intended to provide the County and Loomis Basin residents with a workable and realistic comprehensive plan.

PLAN ASSUMPTIONS

Assumptions along with goals and objectives provide the basic foundation for a plan. They give direction to the consideration of amendments and provide a basis for the preliminary planning studies and inventories. The assumptions contain statements of apparent facts and observations of trends currently extant in the plan area. Following are several assumptions upon which the Loomis Basin General Plan amendment is based:

1. Residents of the Loomis Basin locate here primarily because of the attractive, rural surroundings.

2. Population in the Loomis Basin will continue to grow at the historic rate to the year 1980 and then slow down slightly due to built up demands being met and the declining birth rate. The population will be approximately 46,000 by 1990.

3. There will be no large public works projects in the area which, through increased employment, will significantly effect the population growth.

4. The existing employment centers will remain at least at their present employment levels. They will also remain at approximately the same locations.

5. Although there will be a considerable increase in apartment living, the prevailing demand will continue to be for single family homes, either on large lots or small farm acreage.

6. The demand for all public services will continue to grow, especially in the more densely developed areas.

7. Excessively large areas of uniform, "one-kind" development may have an adverse social and economic affect upon a community as it grows old and begins to decline all at one time.

8. Demand for trails for use by equestrians, hikers, and bikers will continue to grow at a rate higher than the rate of population increase.

9. The primary means of transportation will continue through 1990 to be the automobile. Strong efforts will be made during this period to encourage commuters to use public transit.

10. Increasing numbers of residents will produce their own food for home consumption partially due to rising costs of food at retail outlets.

11. Rising taxes will continue to force land out of agricultural production unless suitable actions are taken to relieve land tax pressures.

12. The need to protect and conserve natural resources, including mineral resources, and remaining open space will increase with a growing population.

II. ENVIRONMENTAL RESOURCES MANAGEMENT ELEMENT

The environmental resources management element is a consolidated general plan element which contains the state-mandated general plan elements for Open Space, Seismic Safety, and Conservation. It contains non-mandatory elements relative to Recreation and Parks, Historical and Archeological sites, as well as the summarization of natural resource information contained and used in preparing this plan.

A. NATURAL RESOURCES

GOALS

1. TO MAINTAIN A BALANCED ENVIRONMENT AND SEARCH FOR NEW DESIGN METHODS WHICH ENABLE MAN TO IMPROVE PHYSICAL DEVELOPMENT TECHNIQUES WITHOUT ADVERSELY EFFECTING THE ENVIRONMENT.

2. PROVIDE FOR THE PROTECTION OF RARE AND ENDANGERED SPECIES AND THE HABITAT WHICH SUPPORTS THOSE SPECIES.

3. CONSERVE THE QUALITY OF ALL HABITATS WHICH SUPPORT THE ENVIRONMENT OF FISH AND WILDLIFE SPECIES SO AS TO MAINTAIN POPULATIONS AT OR ABOVE EXISTING LEVELS.

4. MAINTAIN THE QUALITY OF AIR RESOURCES AT OR NEAR CURRENT AMBIENT LEVELS AND WITHIN ADOPTED STANDARDS.

5. MANAGE THE GROUND WATER RESOURCE IN SUCH A WAY AS TO PROTECT IT FROM DEGRADATION BUT ENCOURAGE ITS USE AS A DOMESTIC WATER SUPPLY IN AREAS OF ACCEPTABLE QUALITY.

6. SAFEGUARD AND MAINTAIN NATURAL WATERWAYS AND WATER QUALITY.

7. PRESERVE OUTSTANDING AREAS OF NATURAL VEGETATION OR PLANT COMMUNITIES.

8. MANAGE LAND AS A RESOURCE NOT AS A COMMODITY IN ORDER THAT ITS FUTURE USE IS BENEFICIAL TO THE COMMUNITY.

Geology

The surface geology map included with the technical supplement to this report shows the distribution of nine rock units and three unconsolidated alluvial units within the basin. Most of the basin surface consists of deeply weathered or resistant outcrops of granitic rocks, quartz diorite and granodiorite, which range from 125 to 136 million years old. Overlying the granitic rocks in the southwest corner of the basin dipping gently toward the Sacramento Valley, are remnants of six sedimentary and volcanic rock units of a younger geologic age. Remnants of a hard volcanic and conglomerate rock unit occur as a cap rock on ridges around the west border of the basin and on isolated ridges and hills within the basin.

Present stream channels and floodplains are very narrow, usually entrenched 4 to 15 feet within older sands and gravels of bordering Terrace Deposits. Older Terrace Gravels of reddish granitic sands and quartz pebbles occur in scattered

patches bordering Terrace Deposits. Both indicate the pattern of ancient stream channels. Many small-scale deposits of Stream Channel and Terrace Deposit alluvium occur along minor stream tributaries and intermittant drainage swales that are not shown on the map.

Several faults are delineated on the geologic map. They have not been active historically and there is no evidence that there has been fault activity within the basin for the last 6 to 8 million years.

Hydrology

Ground water in sufficient quantities to provide for domestic household uses occurs only within alluvial material of the Terrace Deposits and fracture system of the granitic rocks. Mineral tests indicate that ground water in the granitic rocks is of very high quality for drinking purposes. Ground water in Terrace Deposits varies from moderate to low quality. Individuals planning to use wells as a domestic water source should obtain competent assistance regarding well location and construction.

Moderate volumes of ground water are produced at shallow depths from the pore spaces of the poorly consolidated sands and gravel of the Terrace Deposits. Recharge occurs mostly due to rainfall and surface runoff during November through April when 90 percent of the annual rainfall of 25 inches occurs. Recharge during the summer is supplied from runoff of surplus irrigation water and seepage from streams to the

water table. Septic tank systems continually recycle most of the well water back into the alluvial system. The quality of ground water decreases during winter months in densely populated areas north of Loomis. Losses to the alluvial ground water system are due to ground water flow out of the area, seepage into streams during high water tables, solar evaporation, and plant transpiration. The present ground water storage capacity of the four larger Terrace Deposits within the basin is estimated to be on the order of 1 billion gallons. Recharge from rainfall and surface runoff available annually to the same deposits is estimated at nearly 2 billion gallons.

Within the granitic rocks, ground water occurs only in small openings along fractures; joints, quartz veins, and faults. The rock mass itself is impermeable, and even the highly weathered decomposed granite at the surface, or under a thin veneer of soils, has very low permeability. Major water-bearing joints within the granitic rocks are nearly vertical. Other joints break up the rock mass at flat to moderate angles.

The highest volume of ground water appears to be in the north-western quarter of the basin. Flows occur at various depths along small openings in quartz veins that are located along the major north-south set of steep joints. Average spacing of the major water-bearing joints is estimated at about 250 feet in this area. Estimated available flow in this area is 262 million gallons per day.

Lower average flows are available to wells in the north eastern portion of the basin. Major steep water-bearing joints appear to be oriented from northwest to southwest and average spacing is from 300 to 700 feet. Ground water is available from cross-joints between the major joints but the volume may be less than the 2 to 3 gpm required for an adequate household well. About 165 million gallons per day is available to wells through the major fracture system in this area.

Ground water within the fracture system of the granitic rock at the southern half of the basin is of more limited quantity than in the northern half. Chiefly, this is due to greater spacing of the major nearly east-west joints, somewhat tighter joints, a paucity of quartz veins, and somewhat shallower weathering in many areas. The volume of available ground water in the area is estimated between 40 and 200 million gallons per day.

Surface water is not a significant source of ground water in the granitic rocks. It may seep down and influence or pollute flows at shallow depth. Particularly, this could occur in areas of extensive surface outcrops where open joints could conduct the water directly to the level of saturation. (Note: a water table as such does not occur in granitic rocks because of the large masses of impermeable material). Most ground water flowing through the granitic rocks probably originates from some subsurface source many miles or even hundreds of miles from the Loomis Basin. Recommendation of the use of

ground water for various purposes are contained in the Public Services section.

Soils

Soils in the Loomis Basin were completely mapped by the Soil Conservation Service in 1974. A soils map and interpretive information appears in the EIR and Technical Supplement. Most Loomis Basin soils are derived from granitic rock or andesitic conglomerates while others are derived from top alluvial deposits and hard volcanic caps. These soils lie on undulating foothill land although in some hillside areas, especially in the American River Canyon and along Indian Hill Road, slopes exceed 30%. Most areas are well drained on the surface due to the topography, but exhibit a high density of drainage features which create special problems in land development. Erosion hazards vary widely from high hazards to none, averaging a moderate rating. Each project or development must receive specific consideration of the effects of project-associated earth disturbance upon soil stability and resultant water quality.

Soils in the Basin are generally quite shallow, mostly between twelve and forty inches deep. Inherent fertility generally rates from low to moderate. When grouped into categories of suitability for cultivation[1] and other agricultural uses, the Loomis Basin soils fall into two categories:

[1] Using USDA, Soil Conservation Service, capability classification methods

land suited for cultivation and land limited in use -- generally not suited for cultivation. The greatest proportion of Loomis area soils falls into the first group which includes Classes I-IV. Soils in Class I have few or no limitations and hazards and represent the highest category of arable lands. Class II includes soils which similarly have few limitations. Both classes are capable of producing high quality agricultural products such as row crops, orchard, vineyard, and pasture. Classes III and IV contain soils with more limitations and hazards which require more difficult or complex conservation practices. Even so, these soils are suited for agricultural cultivation.

A smaller proportion of Loomis Basin soils is included within the second group, Classes V through VIII, which soils are largely unsuited for cultivation. There are exceptions in Classes V and VI where, if localized problems can be solved, tree crops can be grown economically. The latter two classes represent less than ten percent of the total plan area.

Class VII includes almost all the stream channel alluvial deposits which are extensively placer-mined early in this century. Class VIII includes mine tailings in general which take up very little of the plan area.

Vegetation

The vegetation of the Loomis Basin varies widely from cultivated crops to the important riparian vegetation along streamsides. Native plant species are typical of the lower

northern foothills of the Sierra Nevada including such characteristic trees as Pinus sabiniana - Digger Pine; several oaks - Quercus Kellogii, Q. wislizenii, and Q. chrysolepis; and such shrubs as Toyon - Hetermeles arbutifolia; Buckeye - Aesculus californica; and poison oak - Rhus diversifolia.

Fifteen vegetative association units were mapped (Plate 3, in the EIR), from color infrared photos. They have been generalized into six categories as follows:

1. Riparian - Areas with high water tables or that are at least seasonally wet, and usually occur near or in the vicinity of drainways and depressions. The two types mapped include low growing such as sedges, rushes, and small willows; and tree-covered such as cottonwood, large willows, and oaks along drier fringes.

2. Woodland - Areas that are mostly a mixture of oaks in a closed or nearly closed stand, few conifers, and dense shrubs in some areas.

3. Woodland-Grass - Areas that are a mixture of oaks and fields of annual grasses.

4. Grassland - Areas that are dominated by annual grasses. Contains a few scattered trees in some areas. Includes some dry cropland.

5. Cropland - Areas that are mostly orchards and irrigated pasture. Includes some vineyards and dry cropland.

6. Urban-Barren - Areas that are void of vegetation or urbanized including landscaping.

This information was used to determine perenially and seasonally wet areas which may cause future problems in the continued use of individual sewage disposal systems. In addition, it has helped identify lands apparently suited to cultivation.

Fish and Wildlife

The Basin lands include a large rural area offering a natural wildlife habitat that is rich and varied. Three natural year-round freshwater creeks rise in the wooded slopes of the foothills and flow north-westerly to combine as larger creeks and eventually run to the Sacramento River and thence to the sea. Orchards, grasslands, and oak woodlands support diverse natural communities of animals, birds, amphibians, and reptiles including numerous game species.

An inventory of all known species which occur in the Loomis Basin is included in the Environmental Impact Report and Technical Supplement. The list includes such game species as the Western gray squirrel, gray fox, muskrat, desert cottontail, and Columbian black-tailed deer, valley quail, ring-necked pheasant, and band-tailed pigeon. For the birder, there are over 200 species of birds found in the basin.

Among the 17 fish which frequent the streams here, there are 4 resident game fish: Rainbow trout, sunfish, Brown bullheads (Catfish), and bluegill. In addition, Steelhead

and King salmon run up the three major creeks, especially Secret Ravine Creek, to spawn. Folsom Lake supports Black bass, Kokanee, Rainbow trout, and catfish.

Both fish and wildlife are adversely affected by a conversion of habitat type or alteration of stream channels. Siltation and excessive turbidity in streams caused by faulty grading practices during construction can directly cause the death of fingerling trout and other small fish. Silted over creek bottoms leave scarce spawning gravels covered and useless. Water pollution from failing septic tanks, incorrectly applied pesticides, and petroleum products carried by runoff from parking lots and highways can degrade fish populations and destroy the support organisms in the food chain. The discharge of insufficiently treated sewage or treated effluent lacking adequate dilution could quickly ruin Secret Ravine Creek, Miner's Ravine Creek or Antelope Creek. As ever increasing numbers of homes are built along these creeks, more land is coated with material impervious to rainfall which not only damages the quality of the watershed but increases runoff. Flood peaks are thus accentuated leading to an increased scouring of stream channels, silting and a general upset of the ecological balance relating to fishes. The construction of residential areas in modified flood plains can cause the eventual need for landfills, channel straightening, concreting and even burying the stream in corrugated metal pipe.

The most important wildlife habitat in the Basin is the riparian or streamside vegetation. The patterns of riparian vegetation were mapped from color infrared photos and appear in Plate 3 of the EIR and Technical Supplement. Any significant encroachment on this area or water sources supporting the riparian community will result in its destruction. Therefore, the protection and perpetuation of natural streams, tributaries, and creeks as well as lands within the stream environment zone must be an undeniable goal of every proposed action in the Basin. No earth disturbance, vegetation removal, or urban development should be allowed in this zone.

Conversion of open woodlands to small parcels often destroys the woodland-chaparral habitat which is particularly important to deer and small upland game species. In and around growing subdivisions, unleashed dogs are a particular hazard to young deer. Excessive land clearing is detrimental to populations of quail and cottontail rabbits which are highly dependent on ground cover. Generally, the greater the density of homes, the greater the damage to wildlife. Subdivisions with small lots and without significant open space areas are deficient in wildlife habitat. It is important then to avoid high density developments in areas of significant wildlife habitat. Parcels of 2.5 to 5 acres or larger should be sought in open woodland areas. There should be no development on lands with extreme slopes

because of the imminent danger of erosion and siltation resulting from large cut and fill banks. Proper grading and erosion control practices should be incorporated into every project which involves earth disturbance. Direct discharge of treated or untreated sewage effluent to streams should be avoided because periodic malfunctions may cause damage to fish populations. The public should be made aware of sections of the California Fish and Game Code which apply to diversion or obstruction of stream channels and pollution of waters with detrimental material.

Air Quality

The Loomis Basin lies within the boundaries of the Placer County Air Pollution Control District, a member of Mountain Counties Air Basin. However, its location in the lower western portion of the County does make its air quality more directly related to the Sacramento Valley Air Basin. The use of the term "basin", to describe the planning area, is somewhat misleading in terms of air pollution, since it is not a catch basin. The relatively low ridge lines are well within the influence of the overall air quality existing on the Sacramento Valley floor. This influence is seen throughout the County up to elevations of approximately 3,000 feet.

Prevailing winds in the area are generally from the south and the southwest. As a result, that portion of the Basin lying generally to the east of Interstate 80 is relatively

unaffected by the metropolitan Sacramento area. Those portions of the Basin lying to the west of Interstate 80 will be somewhat affected by the Sacramento metropolitan area as well as by the emissions emanating from the Interstate and from the limited industrial development occurring in Rocklin and in the City of Roseville. Air quality data for most contaminants is non-existent within the Basin. The only data available are those derived from the two high volume samplers located within the Basin. The first set of data was derived from the fire station on Cirby Way, which is at the southwest corner of the Basin. These data indicated that the particulate concentration was essentially the same as measured in the City of Sacramento blowing in from that direction. The second set of data was derived from a sampler installed on the sewer plant known as "SAD 3". This location is far enough into the Basin to be relatively unaffected by the metropolitan Sacramento area pollutants. The location of the sampler was carefully chosen to be representative of the land use prevalent throughout the Basin. This sampler has consistently exhibited very good air quality. An annual geometric mean concentration of approximately 44 micrograms per cubic meter of suspended particulate matter has been demonstrated, compared to the State of California standard of 60 micrograms per cubic meter. The 24-hour standard established by the State is 100 micrograms per cubic meter. This value was never exceeded during the period of sampling from January through November of 1974.

In broad terms, the projected land use planning of the Basin will probably have a minimal impact on air quality. The air quality of the Basin is primarily vulnerable to the emissions emanating from the greater Sacramento metropolitan area which have time to react into photo-chemical smog before moving into the Loomis Basin. High concentration of air pollutants, experienced occasionally in the Basin, are usually the result of a north or northwest wind coming down the Sacramento Valley during the agricultural burning seasons.

When resources become available, the County should establish a monitoring station that would measure not only particulates but oxidant concentrations in the area to the north and west of Interstate 80. In this manner, the air quality of the Basin may be monitored with more realistic evaluation of the effects of the Southern Pacific Railroad, the highway, and the long-term pollutants generated in metropolitan Sacramento.

Climate

The climatic conditions of the Loomis Basin play a significant role in the determination of the various uses of land and in the area's general attractiveness as a place to live.

The climate is generally characterized by warm summers and mild winters. There are, however, exceptions to that general rule which must be regarded in the due consideration

of alternative land uses. The monthly averages of daily extremes in temperature are from 39°F minimum to 52°F maximum in January, 58°F to 90°F in July, and 50°F to 75°F in October. Although mid-afternoon temperatures in summer often exceed 90°F (and occasionally 100°F), the low humidity minimizes discomfort and light breezes cool the evenings.

The monthly averages of precipitation range from highs of over three inches in January and December to negligible in the months of July and August. The annual average rate of precipitation is 25 inches. Approximately 90% of the average annual rainfall occurs in the six-month period extending from November to April.

In addition to the normal precipitation and accompanying cloudiness, the area does experience frequent ground fog during winter months. For agriculture, the average length of frost-free period is 271 days. This represents the period between spring and fall when the minimum daily temperature is above 32°F.[1] The extreme minimum temperature recorded is 17°F.

[1] Bulletin No. 94-14, California Department of Water Resources, American River Hydrographic Unit

CLIMATIC CONDITIONS AT SACRAMENTO AIRPORT

Month	Average Temperature			Precipitation (inches)
	Minimum	Mean	Maximum	
January	38.9	45.7	52.5	3.60
February	42.5	50.5	58.4	2.96
March	45.3	54.4	63.5	2.65
April	48.0	58.8	69.6	1.46
May	51.6	63.9	76.2	0.70
June	55.9	70.0	84.1	0.14
July	58.2	74.2	90.2	0.01
August	57.5	73.4	89.2	0.01
September	56.0	70.4	84.8	0.22
October	50.7	63.1	75.5	0.81
November	43.6	53.8	63.9	1.85
December	39.5	46.5	53.5	3.64
Year Average	49.0	60.4	71.8	18.05*

*Source: U.S. Weather Bureau

POLICIES

1. Urbanization should be directed to areas where the environmental quality will be least impaired.

2. Any rare, significant, or endangered environmental features and conditions should be identified and programs designed to conserve or enhance their existence.

3. Preserve in their natural condition all stream influence areas, including flood plains and riparian vegetation areas.

4. Maintain or improve the quality of water in the major creeks, especially Secret Ravine, Miner's Ravine and Antelope.

5. Make every attempt to maintain the existing high quality of the ground water.

6. Conserve and allow removal of the economic mineral resources of the Basin in a fashion that does not conflict with surrounding uses of land.

7. Continue to monitor and control land uses which threaten to deteriorate air quality.

B. CULTURAL RESOURCES

GOALS

1. TO PROVIDE FOR VALUABLE OPEN SPACE IN CONTRAST TO THE URBAN/SUBURBAN LANDSCAPE OF THE NEARBY SACRAMENTO METROPOLITAN AREA.

2. IT IS IMPORTANT TO PRESERVE AND PROMOTE SIGNIFICANT OPEN SPACE WITHIN THE BASIN ON BOTH A LOCAL AND REGIONAL SCALE.

3. ALLOW FOR ADEQUATE RECREATION FACILITIES TO MEET THE NEEDS OF THE BASIN RESIDENTS.

4. ENCOURAGE SCENIC CORRIDORS ALONG THE MAJOR ROUTES.

5. PRESERVE AND ENHANCE ALL SIGNIFICANT HISTORIC AND ARCHEOLOGIC SITES AND FEATURES.

6. PRESERVE OUTSTANDING VISUAL FEATURES AND LANDMARKS.

History

The first inhabitants of the Loomis Basin area were Indians who resided in many small villages located adjacent to the streams of this upper portion of the Dry Creek watershed. The Maidu Tribe of the Penutian empire, the predominant tribe in the basin, subsisted primarily on the long acorns from the great oaks growing in this gently rolling and hilly foothill area. This manner of life was disturbed as early as 1825 by Yankee trappers and hunters coming down the water course of the "Rio de los Americanos", the American River.

Even before the Gold Rush in 1849, a few hardy pioneers had passed through the basin. Claude Chana, preceding the Donner Party by a few weeks, brought with him the seeds of fruits and nuts which he planted successfully in nearby Bear River Valley. Chana also discovered gold in the immediate area of Ophir shortly after the initial discovery by James Marshall at Coloma. Change to the basin came almost overnight. Sturdy prospectors swarmed into the area, washing the stream beds and digging the hillsides in search of their treasure.

During the 1850's, miners worked Secret Ravine and a few farmers and ranchers moved into the area. With the organization of Placer County in 1851 and the influx of miners, farmers, and businesmen into the basin's settlements, a considerable amount of travel was generated. Passengers and freight made their way to and through the basin on the stage coach routes from Sacramento. Small settlements, consisting mainly of road houses sprang up at the overnight coach stops. In the 1860's, the ground work was laid for the area's sustained growth and prosperity. In 1861, the first of many granite quarries began operation in the areas of Rocklin and Penryn. These quarries became an important factor in the economic well-being of the basin providing both revenue for the owners and jobs for basin residents.

In 1864, the Central Pacific Railroad pushed up from the railroad junction city of Roseville through the basin to Newcastle. In addition to the farmers and miners who originally settled in the Loomis Basin, many Chinese immigrants that were brought in for the construction of the railroad remained after its completion. The towns of Rocklin, Loomis, Penryn, and Newcastle arose along the railroad tracks.

In 1868, the tracks were pushed over the Sierra's and by 1872, had made the transcontinental link with lines to the east. This established an overland route and opened the way to eastern markets for the fruits beginning to come into production in the area. As early as 1868, cultivation of decidious

fruits on a commercial scale had begun around Loomis, Penryn, and Newcastle. By 1880, considerable acreage had been planted and the many mining ditches of early days were put to use carrying irrigation water to the orchards. From the 1860's to the present, the area's history has been generally centered around the granite quarries and fruit industry.

Many remnants of past history of the Loomis Basin remain today. Most of these sites have been noted in the County's Recreation Element of the General Plan. The Bradley Station, Union House, Rose Spring House, Auburn Station, and Long Valley House were sites along the stagelines and railroad which came into existence, and were sustained for a time, by the inhabitants and travelers in the Basin.

A number of sites have made their way onto State registers of historical sites. The town of Ophir and the Pioneer Express Trail have been designated as State Historical Landmarks and Penryn has been designated as a point of historical interest by the State.

The official recognition of historical features does not, however, guarantee their protection from destruction or demolition. The most important of the few remaining structures must remain in the ownership of or be acquired by the public or some benevolent and protective owner such as a church or fraternal lodge. All sites not identified by sign or monument as a part of some state or federal program should be identified and signed by the County Parks and Historical Restoration

Commission.

Many historical artifacts and pioneer family memorabilia are being lost from posterity's hold as second generation individuals from these pioneers pass on. The County should take the lead to establish several branch museums to receive and display historical items in the area to which they bear significance. Newcastle, Penryn, Loomis, and Rocklin each could benefit from such a program.

Recreation and Parks

In the current period, the residents of the Loomis Basin rely heavily on recreation services provided by adjacent recreation districts or cities. These include the organized programs of the Auburn Recreation and Park District, City of Rocklin, and City of Roseville. Recently, these agencies have felt the burden on their taxpayers and programs brought on by out-of-district users. As a result, differential user fees and exclusionary standards are sometimes sought to compensate although this is not a complete solution. In the unincorporated area of the Basin, only one public park exists, Loomis Lion's Club Park on King Road near the freeway. There are several private recreation facilities including golf courses, tennis clubs, and riding stables.

According to standards contained in the County-wide Recreation Plan Element, the 1990 population of the Loomis Basin will need the following types of facilities for recreation:

1. Park land and open space recreation areas including areas for free play, rest and short walks . . . 92 acres*

2. Play lots - including swings, slides and other equipment for younger children . . . 34 acres*

3. Playgrounds - including facilities to accommodate organized sports at the elementary school level . . . 115 acres (may be portion of a school site).

4. Play Fields - including facilities to accommodate organized sports for secondary school level and adults . . . 69 acres (may be portion of a school site).

5. Golf - within 30 minutes travel time . . . 2 nine-hole golf courses

6. Tennis, Outdoor Basketball and Other Court sports . . . 30 courts*

7. Baseball . . . Hardball Diamonds* - 8, Softball Diamonds* - 15

8. Swimming, Lake - 1 hour travel time . . . 5.28 acres for sunbathing, 2.64 acres for buffer and picnic area, 1.06 acres of water surface.

9. Swimming, Pool - 30 minutes travel time . . . 2 pools

10. Hiking, Nature Study, Horseback and Bicycling . . . 46 miles of trails*

* indicates need for larger or additional facilities to meet 1990 requirements

It is recommended that some type of public recreation entity be established during this plan period in order to serve the recreational needs of the Loomis Basin. In the meantime, Placer County should continue to receive lands dedicated for future park purposes. It may be appropriate to initiate a trust fund which could receive fees dedicated in lieu of land by developers. These funds will be sorely needed to develop park lands in the future.

The location of park sites shown on the 1990 plan map is schematic and general in nature and is not intended to specifically designate one piece of property or to prevent another type of development or use in that location.

Open Space[4]

The open space lands in the Loomis area are of several types. The entire plan area must represent a rather significant regional open space to the urban dweller traveling on Interstate 80 or taking a leisurely drive up Auburn-Folsom Road. Adjacent to the plan area is Folsom Lake State Park, surrounding a major reservoir which in itself is a large open space feature offering all types of water-oriented recreational pursuits. There are several significant areas which must be kept open as vistas or overlooks for the area. These are high

[4] In this section Open Space is treated as an amenity and conservation tool. It is dealt with as a land use district on page 53.

spots which have unobstructed panoramas of the floor of the Sacramento Valley, Loomis Basin foothills, or high peaks of the Sierra Nevada. Such notable spots exist along Sierra College Boulevard, Indian Hill Road, Clark Tunnel Road, Penryn-Taylor Road, and the proposed Rocklin Road extension.

Open space is one prized possession of Basin residents which must be garnered as an aesthetic resource and husbanded as other resources are. While its value cannot be measured in tangible units, open space lies partially in that realm of ponderable human needs that have no intrinsic economic value. Open space does lend immeasurably to the value of surrounding properties and is an essential part of a comprehensive plan.

Other than in regional features, open space is used as a tool of conservation. The importance to man, animals, and especially fish of conserving riparian areas has been shown above. Open space in the form of the Riparian/Drainage Area is therefore recommended along the three major creeks and their branches in the riparian vegetation zone as a means to eliminate the hazardous encroachment of man's development.

Even smaller open spaces surrounding individual residences on small acreage as shown in the land use plan, when considered in the aggregate constitute a formidable area of visually open landscape.

Greenbelts of open space along major county roads and highways can provide for an aesthetically pleasing driving experience. Greenbelts along these transportation corridors

will serve not only as scenic corridors but will also serve as noise buffers. Where noise contours extend several hundred feet from roadways and railroad lines, greenbelts are a suitable land use to insure that homes, schools, hospitals and other noise-sensitive uses are not located where human sensitivities are breached.

POLICIES

1. Care should be taken to conserve all landmark features whether natural or man-made.

2. Encourage both private and public ownership and maintenance of open spaces.

3. Maintain large agricultural areas as regional open space.

4. The County should designate or form a Park Operations Agency which has the ability to receive dedications or grants of land or funds and buy, develop and maintain parks, open space, riding, hiking, and bicycle trails.

5. Small parks and play areas should be provided for in neighborhood population centers.

6. Parks should be located near public facilities such as schools, community halls, libraries.

7. Encourage the linking of parks by greenbelts, open spaces or trails.

8. The retention of important open space features is critical to the future quality of life in the Loomis Basin.

9. Since archaeological and historical resources are

non-renewable, representative and unique sites should be identified and protected from destruction and abuse.

10. Encourage the use of greenbelts of natural areas along roadways as a design feature of any development in order to mitigate noise impacts and provide valuable open space.

III. COMMUNITY DEVELOPMENT ELEMENT

Included in the community development element are the state-mandated general plan elements for Land Use and Housing. As a consolidated element, it contains the basic information on population growth and public services.

A. POPULATION AND HOUSING

GOALS

1. PROVIDE SOUND AND ADEQUATE HOUSING TO ALL RESIDENTS AT DESIRABLE LOCATIONS INCLUDING CONSIDERATION OF TRANSPORTATION AND PROXIMITY TO MAJOR EMPLOYMENT CENTERS.

2. ENCOURAGE DIVERSIFICATION OF DEVELOPMENT TO ASSURE A WIDE VARIETY OF HOUSING TYPES, PROVIDING FOR THE NEEDS OF ALL FAMILIES AND INDIVIDUALS WITHIN THE BASIN.

POPULATION

Population projections play an important role in the overall development of a General Plan. They serve as one of the factors in determining land use and also in planning for transportation and public utility facilities to serve forecasted growth. Prudent land use planning requires, however, that many other factors besides accomodation of

projected population be considered in determining the best use of land.

Care has been taken in the use of population projections, since they are based on assumptions as to what is anticipated to happen in an area from the present until some future date. Unforeseen economic or social changes could substantially affect the actual growth for the area; however, difficulty in forecasting such events mandates periodic review of the projection.

Anticipated trends indicating that the growth rate for the western portion of Placer County would approximate rates incurred in Sacramento County, due to the desirability of additional urban land, have caused past population projections for Placer County and the planning area to be extremely high. Historical records prepared indicate that there has been an accelerated growth within the plan area the last several years. However, due to the fact that employment opportunities in the Sacramento area have not grown to the magnitude expected ten years ago, projections are much lower than the figures prepared in 1964 for the Loomis Basin General Plan. For example, projections for Placer County to the year 1990 ranged from 36,900 to 48,700. Projections done in 1971 estimated a total county population of 157,000 by 1990.

State Department of Finance estimates indicate that the January, 1974 population for Placer County is 89,400. This was an increase of 12,000 people since April, 1970.

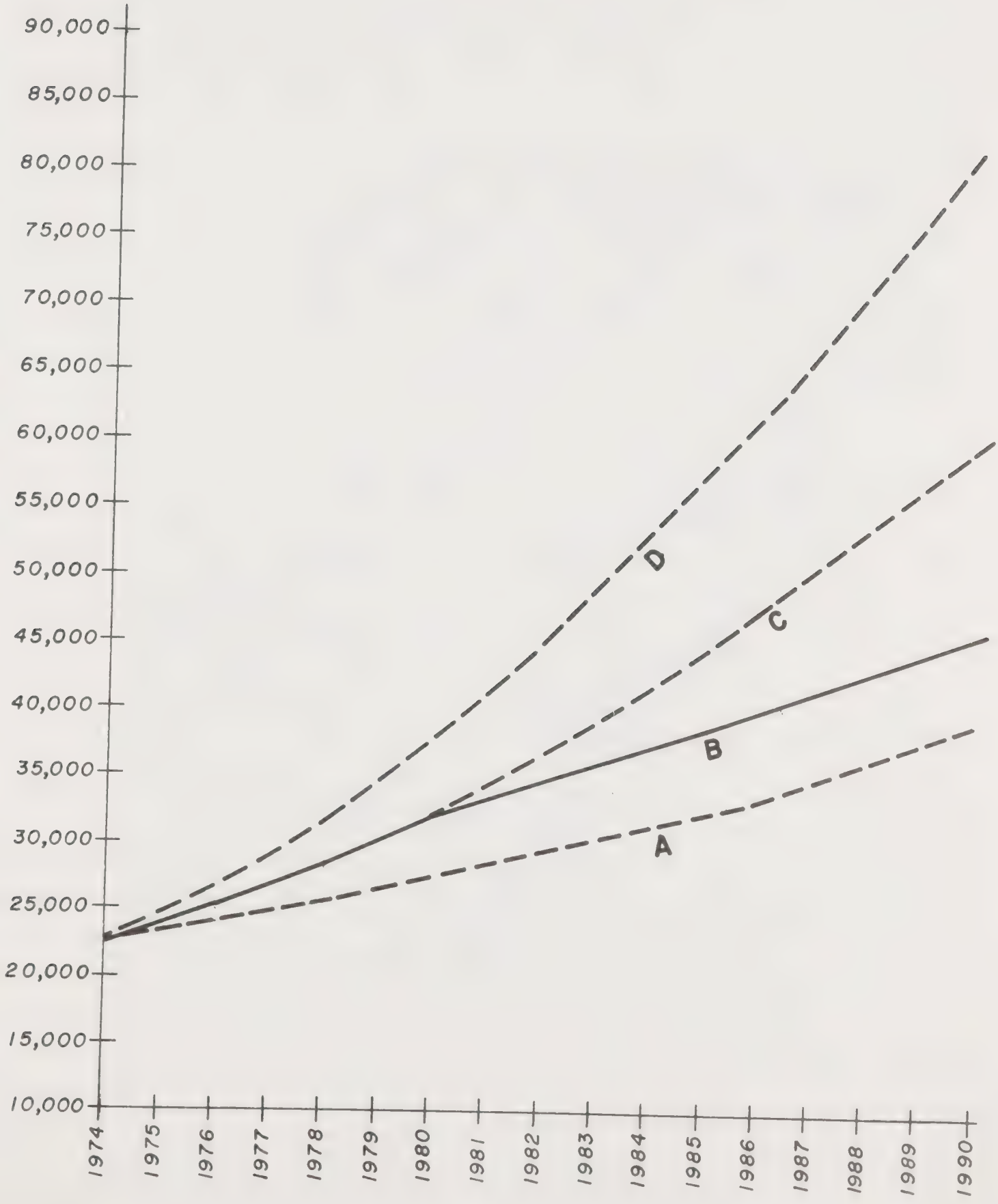
If this growth rate of 3.6% were to continue to 1990, a population slightly higher than the 1971 projections would result, but still be substantially lower than the projections made in 1964.

The population within the Loomis Basin Plan Area has increased at a 6.7% compounded annual growth rate for the years 1960-1970. Total population nearly doubled from 9,000 in 1960 to 17,000 in 1970. Based on final building inspections and new mobile home permits, the population has increased approximately 6.5% per year from 1970 to 1974, with 1972 and 1973 showing well over 9% growth. Current building activity indicates a slowing down from the high rates experienced in 1972 and 1973, but the 6.5% average should continue through the year 1980. This is largely due to the demand for housing in the Loomis Basin area, because of its attractiveness in being close to employment centers such as Roseville and Sacramento and still providing a rural environment in which to live. Some of the new developments in the area are proposing planned unit developments with parcels of one acre or larger in size and substantial open space areas to maintain a rural atmosphere within a development.

The Folsom Lake and Sunset Whitney areas appear to be those which will attract the majority of growth to meet the relatively high demands to the year 1980. In the Folsom Lake area, there are several new subdivisions -- some in

development stages and others being proposed. The Sunset Whitney area is currently being developed at an extremely high rate because of the demand that has accumulated over the past several years while the developer was in litigation after filing bankruptcy. It appears that by 1980 much of the unsatisfied demand in the Sunset area will be met, thus lowering Rocklin's annual growth to the year 1990 is expected in the Loomis Basin, it is not considered a significant factor in the generation of population for the area. There are no other major changes expected after 1980 that would cause a substantial increase or decrease in population from occurring. For these reasons, it is expected that a steady flow of migrants will enter Placer County from 1980-1990 meaning that the total number of new residents will approximate the present number which will reduce the compounded percentage increase each year.

The following graph illustrates several population projections for the Loomis Basin area to the year 1990 based on various assumptions.


90,000
85,000
80,000
75,000
70,000
65,000
60,000
55,000
50,000
45,000
40,000
35,000
30,000
25,000
20,000
15,000
10,000
1974
1975
1976
1977
1978
1979
1980
1981
1982
1983
1984
1985
1986
1987
1988
1989
1990
D
C
B
A

Projection A is based on the assumption that the Loomis Basin will grow at the same rate (3.6%) that the county is currently growing. This would provide a population of 39,000 by the year 1990. Indications are that this figure would be too low for the area.

Projection B assumes that the population will grow at its current rate (6.5%) to the year 1980 and then will level off to the county average of 3.6%. This would yield a population of approximately 46,000. It is anticipated that this is the most realistic figure to use for the general plan.

Projection C states that the population will continue to grow at the historic rate of 6.5%. This would mean a population of 60,000 which is felt to be high due to an inflated demand at the present time which should be reduced by 1980.

Projection D assumes the population will grow at the same rate it did in 1972 and 1973, 9.2%. This rate would yield a population of 90,000 by the year 1990. This is highly unrealistic especially since building indicators reflect a sharp decline in 1974.

These various projections illustrate a wide variation in population for the plan area. At this time, it appears that by 1990 the population within the plan area should be approximately 46,000, as described in Projection B. This figure will be used to determine housing need and future services required for the plan area.

LOOMIS BASIN

CENSUS TRACT

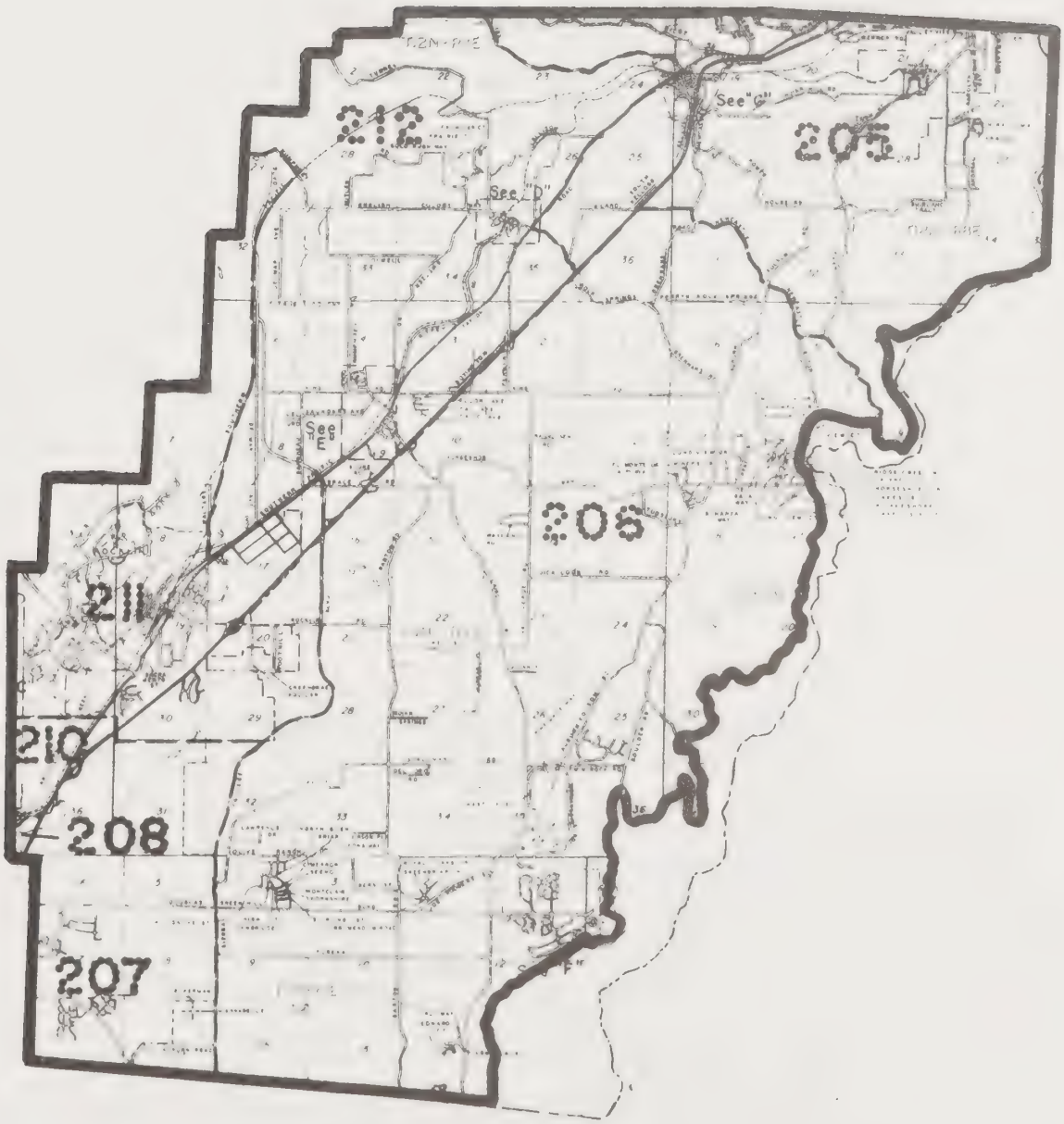


PLATE 1

HOUSING

EXISTING CONDITIONS

According to the 1970 census, the Loomis Basin Plan area had approximately 5300 housing units. The majority of these units were single family in nature, characteristic of the rural environment that encompasses a large portion of the plan area. Census Tract 206, which is the land east of Sierra College Boulevard and Interstate 80 to Folsom Lake contains 41% of the housing units. The remaining units were spread between the City of Rocklin and the Loomis, Penryn, and Newcastle communities. The table below illustrates the type of housing units within each census tract of the plan area as of 1970. Reference should be made to the Census Tract Map on Plate 1 for specific location of the various tracts.

Table 1

Loomis Basin Housing Types - 1970

Housing Type[1]	CT 205		CT 206		CT 211		CT 212		Loomis Basin Total	
	# Units	%	# Units	%	# Units	%	# Units	%	# Units	%
SFD	492	74.9	1689	76.8	817	63.8	939	78.0	3937	73.7
2-4	10	1.5	214	9.7	203	15.9	181	15.0	608	11.4
5+	5	0.8	6	0.3	108	8.4	64	5.3	183	3.4
MHP	150	22.8	289	13.2	152	11.9	20	1.7	611	11.5
Total	657	100.0	2198	100.0	1280	100.0	1204	100.0	5339	100.0

[1] SFD refers to Single Family Dwelling; 2-4 describes Duplex-Fourplex Units; 5+ refers to Apartments and MHP, means Mobilehome Units in parks.

Over 96% of the housing units within the Loomis Basin were occupied in 1970. 78.2% were owner-occupied and the remainder were rental units. The average house had 5.3 rooms, 3.4 persons, and was valued at $22,000. The average rent payment for a rental unit in the plan area was $95.00[1].

Housing quality for the most part was adequate within the plan area. Quality ratings were determined by the Placer County Assessor's Office using 1969 assessment standards established by the Board of Equalization. Results indicated that 74.6% of the total housing stock was considered to be sound which meant if there were any defects, they were very slight and could be corrected through normal maintenance. 24.7% were considered deteriorating or lacking adequate upkeep that would require more repairs than would be accomplished in the course of regular maintenance. Less than 1% were considered dilapidated or in need of extensive repairs or possible demolition. The table below describes the quality of housing in the Loomis Basin by Census Tracts.

Table 2

Loomis Basin Housing Quality - 1970

Quality	CT 205		CT 206		CT 211		CT 212		Total Area	
	#	%	#	%	#	%	#	%	#	%
Sound	407	52.0	1890	86.0	872	68.1	815	67.7	3984	74.6
Deteriorating	243	37.0	303	13.8	386	30.2	384	31.9	1316	24.7
Dilapidated	7	1.0	5	0.2	22	1.7	5	0.4	39	0.7

[1] Based on 1970 Census Information

The newly developed areas within the plan area have no problem with substandard housing units. The majority of these units are found within the older sections of existing communities.

Building activity in the Loomis Basin has shown a rapid increase in the last two years. In 1972 and 1973 housing starts have been over 8% of the total housing stock each year.

Housing starts are expected to increase in the future but not at the rate experienced in 1972 and 1973. Reasons for the slow-down are varied. The high interest rates experienced in 1974 have priced some people out of the housing market. Also, the rising costs of energy consumption has somewhat reduced the desirability of long commuting distances to employment centers. The trend over the last 15 years shows approximately a 6% increase which is expected to continue until 1980 with a slight decline after that period to 1990.

HOUSING NEEDS

The Loomis Basin Plan area is expected to grow to approximately 46,000 by the year 1990. With this increased population comes a demand for approximately 7,000 new housing units as illustrated in Table 3 below.

Table 3

Loomis Basin Housing Needs - 1990

Census Tract	1974 Population	1990 Projected Population#	Increase in Population 1974-1990	Average Household Size	Number of New Units Needed
205	2,077	4,377	2,260	3.1	729
206	10,154	21,087	10,933	3.5	3124
211	5,461	11,351	5,890	3.3	1785
212	4,515	9,367	4,852	3.4	1427
Total	22,207	46,142	23,935		7065

#Based on percent population each census tract had of total in 1974. (C_T 205 = 9.4%; 206 = 45.7%; 211 = 24.6%; 212 = 20.3%)

Table 4 below illustrates the housing need for various types of housing units in each census tract within the plan area.

Table 4

Loomis Basin Housing Needs - 1990 (By Type)

Housing Type	CT 205		CT 206		CT 211		CT 212		Total Loomis Basin	
	1*	2*	1	2	1	2	1	2	1	2
SFD	570	561	2477	2593	1193	1274	1133	1156	5379	5584
Multiple+	193	168	309	531	477	511	265	271	1444	1481
Total	769	729	2986	3124	1670	1785	1398	1427	6823	7065

*Existing Units 1974
**Additional Units

+Multiple units include Duplex-Fourplex, Apartment, and Mobile Home Park units.

In reviewing the individual characteristics of each of the Loomis Basin Census Tracts, it was felt that the existing housing mix adequately reflected the character of each area and thus, the distribution of housing types was based on the current mix.

The majority of new housing being constructed in the plan area is single family in nature. This corresponds with the projected need since close to 80% of the housing mix is expected to be single family dwellings.

The cost of housing is increasing rapidly. With this, rent payments are rising accordingly. These factors are restricting the availability of sound housing for all members of the community. Provisions should be made to provide adequate housing for all residents. The recently adopted Housing and Community Development Act of 1974 could provide some of the needed funding to meet this problem.

POLICIES

1. All substandard housing should be replaced or renovated and deteriorating residential areas improved through continued enforcement of building and health codes.

2. The plan area should not be developed to a population density that requires a high degree of urban services.

B. LAND USE PLAN FOR 1990 - Description of Districts

GOALS

1. ENCOURAGE CONTINUANCE OF PRODUCING AGRICULTURE AND THE DEVELOPMENT OF LAND CONDUCIVE TO AGRICULTURAL USE.

2. PROVISION FOR SETTLEMENTS OF SUBURBAN DENSITY SHOULD BE MADE WHICH ARE WELL SEPARATED FROM THE NEARBY METROPOLITAN AREA AND FROM EACH OTHER BY MEANS OF OPEN SPACE AND LAND IN RURAL RESIDENTIAL USE.

3. RURAL RESIDENTIAL DEVELOPMENTS SHOULD BE ALLOWED WHERE THE AGGREGATE OF LAND CAPABILITIES WILL SUSTAIN THEM ALLOWING FOR RURAL LIFE STYLES TO BE MAINTAINED.

4. PROVIDE SUFFICIENT, CONVENIENT SHOPPING AREAS FOR THE DAILY COMMERCIAL NEEDS OF RESIDENTS.

5. PROVIDE FOR THE DEVELOPMENT OF LIGHT INDUSTRIAL AREAS WHERE SUITABLE LAND, SERVICES AND RESOURCES EXIST AND WHERE A MINIMUM OF CONFLICTS WITH ADJACENT LAND USE IS FOUND.

6. SAFEGUARD AND MAINTAIN NATURAL WATERWAYS AND WATER QUALITY.

7. CONSIDER LAND USE ALTERNATIVES SEPARATELY FROM LAND OWNERSHIP AND LAND TENURE.

The land use and circulation patterns shown on the plan map (Plate 4, located in the back of the text) are designed to accommodate the densities of population expected by 1990. In order for flexibility in timing of development, variable densities of housing units, withholding of designated land from development, and availability of services, it is

necessary to show slightly more land for residential growth than the actual number of acres required to hold the projected population.

A major theme of this plan is to locate urban and suburban development into areas which have been skipped over in the past and into areas where urban services, commercial facilities, and transportation facilities are readily available. Another major issue is the retention of high standards of water quality mixed with the finding of suitable locations for rural residences. An additional major ingredient relates more to actions which will serve to implement this plan by the provision of urban services such as fire protection, sewers, and domestic water supply. The actions of the Placer County Local Agency Formation Commission and Special Districts must be closely coordinated with the principles and policy of the latest adopted general plan in order to avoid tax pressures which create a premature burden on lands which bear no reasonable expectation of development within the plan period.

DESCRIPTION OF LAND USE DISTRICTS:

RURAL ESTATE AND RURAL RESIDENTIAL

These two land use districts include a range of parcel sizes from 2.3 acres up to 20 acre minimum. It is the intent of this district to allow for a high number of family farms or hobby farms to satisfy a growing demand for homesites

where an individual can raise a home vegetable garden, orchard, or a few livestock. As prices continue to rise in the supermarkets, more and more people will produce their own food. Many people actually produce their own meat and vegetables more as a part of their chosen lifestyle than out of economic necessity. The flow of residents from the metropolitan areas of San Francisco-Oakland and Sacramento is viewed as a desire to return to a simpler life style where daily activities are less rushed or complicated. It is an expression of an effort to find "roots" and regain the lost values of an earlier rural age. Life in rural areas has always involved agricultural pursuits. It is natural, then, that such activities as crop farming and animal husbandry should follow in the central portion of the plan area in combination with residential uses.

A large number of Loomis Basin residents have built homes on small acreage to allow their furtherance of the recreational use of horses. Others simply want to raise their families in surroundings where social problems including crime and drugs do not prevail. Whatever the reasons for living in Loomis are, residents must be ever-careful that the overall pattern of the rural fabric is maintained.

These districts, Rural Estate and Rural Residential, contain the bulk of producing lands within the basin. All existing agricultural preserves are included as well. Agriculture is on the decline in this area. Once characterized

by the production of fruit, dominated by pear and plum orchards, the land is being split into smaller parcels for residential use. In 1958, total Loomis Basin acres in agricultural use approximated 17,800, of which 9,382 were in fruit production. The total acres in agricultural use have fallen to 3,856 acres with only 1,783 in fruit. This decline is apparently due to economic causes rather than physical restraints such as poor soil or lack of sufficient water. Costs of production and land taxes have increased without a coincident rise in the sale price of the products. The County should continue to protect existing farm operations which meet the minimum qualifications of the California Land Conservation Act implementing regulations.

These districts also include areas unsuitable for residential use due to the fact that they are on the Mehrten volcanic formation in areas that are not expected to be sewered in this plan period. The Mehrten volcanics are hard and highly impervious to water which makes them unsuitable for individual sewage disposal systems at any density. These areas are also undesirable for residential development because of the inability to support landscaping and vegetation necessary to absorb and mitigate impacts of development.

In order to locate rural residential areas which depend on rural-type services such as wells and individual sewage disposal, a great amount of resource data including hydrogeology, soils, drainage, groundwater, slope and actual field experience was considered. In addition, densities of drainage ways,

availability of domestic water supply and existing land use patterns were accounted for. Where one factor appeared to be limiting, the interaction of all other pertinent factors was considered. The result was to restrict lot sizes to those which appeared to be safe standards for the long term use of individual disposal systems while protecting both ground water and surface water from deterioration in quality and maintaining public health standards. A summary of the resource information, conclusions, and recommendation is included in the Technical Supplement and Environmental Impact Report.

LOW DENSITY, MEDIUM DENSITY AND HIGH DENSITY RESIDENTIAL

As noted in the preceding Housing Section, there will exist a demand for 12,300 total housing units of various types by 1990. The majority of new units, close to 80%, will be single family residences. To accommodate the expected growth, a range of residential land use districts are shown on the plan. The range runs from High Density Residential (4-10 dwelling units per acre) down to Low Density Residential (1 unit per 0.4 to 2.3 acres).

A large share of residential units are planned to be located where the fullest complement of urban services such as treated water, domestic sewers, and fire protection are available.

Development of residential areas should be by planned unit development, wherever possible, in order to make the most efficient use of land while providing in-tract recreation sites, open space, and public services.

COMMERCIAL

The location of the central commercial districts of the existing communities of Rocklin, Penryn, Loomis, and Newcastle remains basically the same. Expansion of the Loomis central business district should spread easterly into land now vacant and partially occupied by an old olive orchard. This area, if developed properly, will enhance the village atmosphere of the community. The commercial area will merge with the community services district near the Horseshoe Bar Road intersection and include the elementary school in a secondary village core area. A new village center is contemplated in the southeast quadrant of the intersection of Auburn-Folsom Road and Douglas Boulevard. This will include the commercial development, as well as an area for community services such as a branch library, elementary school, and such other public offices as will be necessary to serve the Granite Bay-Hidden Valley area. Careful design control over the location and appearance of buildings, parking and landscaping will be necessary to ensure overall integration of uses. A conceptual rendering of the ultimate appearance and layout of either of the villages appears on Plate 3.

Several neighborhood commercial areas are shown in addition to the central commercial areas to alleviate the need for long trips to make occasional purchases. This should reduce unnecessary consumption of automobile fuel, as well as mitigate the degradation of air quality in the Basin.

Highway commercial areas are shown along Interstate 80 at suitable intersections to service the needs of travelers. All these areas should be attractively developed since they are the front door to the several communities in the area.

For neighborhood commercial sites, a general standard of 4 acres for every 1600 families was used. In the central community areas, 10 to 12 acres for every 12,000 to 13,000 families was used. The latter were enlarged somewhat to allow for future growth and expansion beyond the 1990 plan period.

INDUSTRIAL

There are numerous small industrial uses located principally along the railroad tracks within each community. These areas, as well as sufficient acreage for additional locations and expansion of existing uses are shown on the plan map. There are no major sites shown which would compete with the well-planned Sunset Industrial Park or large industrial areas of Rocklin. Within this plan period, it is unlikely that a serious demand will develop for industrial acreage at that scale.

RECREATION

The location of existing and proposed park sites are shown on the plan map. Also shown are private facilities such as the golf course on Barton Road and the private golf course and tennis club on Eureka Road.

Most public recreation facilities occur on elementary school grounds or at Del Oro High School. The only county-owned facility is the Loomis Lions Club Park on King Road. Eight new park sites are proposed which will accommodate the minimum facilities required by the 1990 Loomis Basin inhabitants as tabulated in the Cultural Resources Section above. With interest growing each year in such sports as softball and tennis, an effort should be made by local residents to support locally operated activity programs for people residing in the Basin, but outside existing recreation districts.

RIPARIAN/DRAINAGE AREA

The Riparian/Drainage Area is treated in this plan not only as an aesthetic feature and conservation tool, as it is on page 28, but also as a land use district. In the comprehensive plan, it is necessary to relieve the continuous span of commercial, residential, and agricultural use districts with open space-type features. The Riparian/Drainage Area as open space districts in this plan, follow

mostly along the streamside environment of Miner's Ravine, Secret Ravine, Strap Ravine, Antelope, and Linda Creeks. They tie together various residential areas and link them into the central community.

These areas are intended to remain in private ownership for the property owner to use as he is currently using it as long as future uses do not disrupt drainage patterns, destroy wildlife values, or adversely affect water quality. They may also be used to satisfy public or private open space requirements within planned residential developments. In areas designated for larger acreage, they may become a portion of a 5 or 10 acre parcel which contains a residence located well outside the riparian zone. Open space is used here to compliment the basic land use designations and should be treated as such when implementation of the plan is considered.

PLANNING RESERVE

The Planning Reserve district is intended to accommodate residential development including the necessary commercial, recreational, open space, and public service areas. It may include areas for improved transportation/circulation facilities. The intent of this plan is to allow for a broad, flexible range of residential densities which may be firmed up by the filing of a specific plan containing the provisions

specified in Section 65451 of Title 7 (Planning) of the California Government Code. Such provisions include the location of all housing, business, industry, open space, public buildings and grounds, and excessively steep and unstable terrain among other uses. It also includes the location of streets and roads, standards for population and building density, provisions for water supply and sewage disposal.

POLICIES

1. Maintain existing producing croplands and orchards as income/employment producing property.

2. Provide for a high percentage of small (5 to 20 acre) family farms on agricultural land.

3. High and medium density residential areas should be limited to areas within existing, developed community centers where urban services currently exist.

4. The design of future residential developments should emphasize character, quality, livability, and the provision of all necessary services and facilities, to insure their permanent attractiveness.

5. Residential areas should be located where a full range of services and facilities can be provided most efficiently and economically.

6. Retain community commercial centers in and adjacent to present locations.

7. Allow for limited neighborhood commercial areas, (1-4 acres; includes food market, bakery shop, drugstore, barber, etc.) for the convenience of surrounding residents, so as to discourage unnecessarily long trips by automobile to reduce fuel consumption and maintain high air quality.

8. Allow for incremental expansion of existing commercial areas based upon the demands of a growing population.

9. Maintain an aesthetically pleasing appearance in Central Loomis and all commercial areas.

10. No commercial facilities such as restaurants and motels should be permitted or encouraged in or around Folsom Lake State Recreation Area, with the exception of Granite Bay Village.

11. No additional industrial development should be encouraged east of Interstate 80.

12. Encourage the establishment and growth of small, clean industry west of Interstate 80, especially along the Southern Pacific Railroad right-of-way.

13. Attempt to insure that those people who use publicly supported recreational facilities contribute toward the cost of providing and operating those facilities.

C. PUBLIC SERVICES

GOALS

1. MAINTAIN THE MOST FEASIBLE AND ACCEPTABLE BALANCE BETWEEN ADEQUATE PUBLIC SERVICES AND REASONABLE TAXES.

2. PREVENT THE COMMITMENT OF LAND USE THROUGH PREMATURE PUBLIC SERVICE FACILITY CONSTRUCTION.

The Loomis Basin General Plan was drawn in a fashion that locates the areas to be urbanized within existing urban centers and limits urban and suburban growth to areas where the fullest measure of public services will be available. The public services of particular concern are adequate water supply and sewerage. Parks, fire protection, schools, and police protection were also considered.

Recognizing the close interrelationships between land use planning and the orderly provision of public services, Placer County contracted with the firm of McDonald and Smart to prepare a complete analysis of services and make appropriate recommendations. A major purpose here was to provide a common set of policies for public service agencies and coordinate the need for future services with policies and actions of the Local Agency Formation Commission.

To be consistent with the plan and to be financially equitable, the public service structure should:

1. Make services available only to those lands which, under the land use plan, will need them. A major problem is to design major water, sewer and road extensions, intended to serve urban areas, in such a way that they do not also serve intervening non-urban areas, and thereby encourage their urbanization. This problem is already apparent in

the basin in the form of land divisions along major road and water routes. Coordination of city, county, and district public works planning and land use planning are essential to minimizing this in the future.

2. Relate the financing base to the areas or people served. This can be done in several ways: (a) adjusting taxing agency boundaries to areas served; (b) greater use of service charges rather than property taxes where "a" is not feasible; (c) charging the full cost of the local component of adequate sewer and water facilities to the local area or development, with no subsidy from the service agency as a whole (this is generally the practice already); and (d) use of zone taxes to reflect different service levels within agencies (this may eventually be relevant to storm drainage, parks and recreation, fire protection and sheriff's patrolling).

Sewerage Collection and Treatment

The City of Roseville, Rocklin-Loomis Municipal Utility District (RLMUD), Placer County Sewer Maintenance Districts #2 and #3, County Service Area #20, and Newcastle Sanitary District comprise the major serving entities in the Basin. Two smaller private entities: Placerton, Inc. (Rollingwood) and Leo Manning (Loma Villa); operate sewage oxidation lagoons. Their collective service areas contain two basic corridors. One corridor extends from Roseville along the west side of Interstate 80 up to and including

the community of Loomis. The other on the east side comes from the area of Horseshoe Bar Road near Folsom Lake down to the Granite Bay residential area and then westerly to the Rogersdale Tract on Joe Rodgers Road. RLMUD is currently connecting their collection system to the regional sewage treatment plant in Roseville. Existing plans of County Department of Public Works are to connect the collection systems, with the exception of SMD #3 on the east side of the Basin, to the Roseville Treatment Plant. This latter connection may lead ultimately to the construction of an interceptor line or transmission line out to the Granite Bay area. It is not anticipated to connect to SMD #3 system. As planned, residential growth will occur along this line which will help to support the cost of it.

In Newcastle, it is anticipated that some growth or expansion will occur due to improvements soon to be made in the existing system.

At Penryn, a certain problem exists in that all residences rely upon individual disposal systems. Many systems in this small but densely populated area are failing. It would be desirable to provide domestic sewers here but there seems to be no simple solution to the problem.

The distance to connect to the regional system is several miles. The best interim solution appears to be a small collection and treatment system designed to meet up-to-date discharge requirements. Any solution will be costly.

It is recommended that no new sewerlines be extended from the RLMUD system to the east of Interstate 80 since such a project would tend to be costly or stimulate unplanned growth and increase taxes. According to this plan, it will not be necessary to create any major new districts or significant expansions with the exception of the Douglas Boulevard interceptor from Roseville to Granite Bay.

Water

The supply of water to the Loomis Basin is provided by five major entities: Placer County Water Agency, San Juan Suburban Water District, City of Roseville, Rocklin-Loomis Municipal Utility District (RLMUD), and Hidden Valley Property Owners Association. With the exception of the City of Roseville, the purveyors of treated domestic water purchase raw water from the Placer County Water Agency (P.C.W.A.). Roseville withdraws water from Folsom Lake through an agreement with the Bureau of Reclamation. It is anticipated that no new districts will be necessary to service domestic water to new developments. Rocklin-Loomis Municipal Utility District, as a small water vendor,

may merge with either the P.C.W.A., City of Roseville, or San Juan Suburban. Centralized treatment would provide more economical domestic water and better control of the facilities.

Planning for new water systems should include an evaluation of the ground water resource, especially in the northern half of the plan area. It has been estimated[10] that in that area alone, an estimated 262 million gallons per day is available from the ground.

Irrigation water is available from P.C.W.A. and from San Juan Suburban Water District. P.C.W.A. will probably become the main source of irrigation water since San Juan is approaching the limit of their own water rights allocation.

POLICIES

1. Maintain or improve the quality of water in the major creeks, especially Secret Ravine, Miner's Ravine and Antelope.

Fire Protection

Local agencies providing services within the Loomis Basin include the cities of Roseville and Rocklin and the Newcastle, Penryn, Loomis and South Placer Fire protection districts. In addition, there is another agency receiving

[10] John G. Livingston, Hydrology of the Loomis Basin, p. 1-4

fire protection service on a contractural basis from the city of Rocklin; the Rocklin Fire District, including areas adjacent to the city limits of Rocklin. The County has also proposed, through the Special Districts division of Public Works, to serve zone A-1 of CSA #2 with a volunteer facility located in the Sunset-Whitney area west of Rocklin. All of the above agencies are volunteer departments, with the exception of the Roseville and South Placer agencies. The California Division of Forestry, which operates from the Penryn volunteer fire station, employs full-time personnel as well, under contract with the County. The Division of Forestry crews respond to all fires within the basin by a conventional mutual aid agreement, which provides a valuable back-up to the volunteer districts as well as serving areas not in any district.

Based on the proposed land use and density designated in the Loomis Basin General Plan, three (3) sites have been proposed for the location of fire stations and eight (8) existing facilities are noted within the limits of the General Plan area. The location of the proposed sites were established so that each facility serves a two (2) mile radius in low density areas. Fire stations are located so as to have their service areas generally meet at the two (2) mile distance from each facility while

including high density and commercial properties within the 1.5 mile radius.

The station sites are situated with the ultimate development pattern of the basin in mind. The station sites are located such that a response in a particular direction will not be hindered by topographical obstructions or man-made obstacles. Each site has good access to major county and city roads, thereby decreasing response time.

The size of the sites, while not specifically noted, should be of sufficient size to allow the station to be set back from the roadway for safety and to provide for parking facilities and space for holding company drills. It is a recommendation of this plan that:

1. Any residential development outside of a fire protection district containing 10 or more units should be evaluated for annexation into an existing fire protection district.

2. All properties surrounded by a district, yet not included in the district, should be annexed to that district.

Schools

The Loomis Basin Plan area includes one junior college, two high schools, and seven elementary school districts. Proposed densities in the Loomis Basin Plan will have a major effect on several of these districts. A breakdown by individual districts is presented below:

1. Roseville High School District

The portion of the Roseville High School District within the plan area includes the city of Rocklin and roughly all the land South of Cavitt-Stallman Road (excluding Hidden Valley) and East of Interstate 80 to the Placer County line. A small portion lies west of Interstate 80 south of Bankhead Road. These boundaries include two of the most significant areas of anticipated growth in the entire plan area. (Currently, all of the students in these two areas attend Oakmont High School). Rocklin and its sphere of influence is expected to grow from approximately 6,000 in 1974 to 14,000 in 1990. The area from Barton Road east to Folsom Lake is projected to increase from approximately 2,000 presently to 12,000 by 1990. Based on these projections, expectations are that a new high school site would be needed before 1990 in either the Rocklin or Folsom Lake area depending on which area is the first to develop and the internal structure of the district at that time.

The Rocklin and Eureka Elementary School Districts are included within both the plan area and the high school district.

The Rocklin Elementary School District is located in and around the city of Rocklin. The district consists of two schools. The Parker Whitney School includes grades K-3, and the Rocklin Elementary School houses grades 4-8. To meet the high growth rate projected for the area, the proposed Rocklin General Plan shows four potential school sites within the plan area. Two are located within the Sunset Whitney development, one in the northern part of the city, and another in the Woodside Subdivision.

The Eureka Elementary School District encompasses the land between Roseville and Folsom Lake. The K-8 elementary students attend either Greenhills Elementary School (K-4) or Eureka Elementary School (5-8). The proposed densities in the Folsom Lake area will have a significant effect on this district. There is additional land for the expansion of Greenhills School, however, a new site is recommended in the Folsom Terrace Subdivision. If a master plan is proposed on the large undeveloped land south of Eureka Road between Sierra College Boulevard and Barton Road, appropriate sites should be designated to accommodate the additional population.

2. Placer Joint Union High School District

The portion of the Placer Joint Union High School District within the Loomis Basin Plan area includes the Loomis, Penryn, Newcastle, and southern portion of the Auburn Elementary School Districts. Elementary students from the Newcastle and Auburn Districts attend Placer High School while Loomis and Penryn students are enrolled at Del Oro High School. At the present time, each of these high schools is approximately 50 students from being at capacity. Estimates prepared for the district indicate that total enrollment by 1979 is expected to increase by 300 students and then start to decline for several years thereafter. The district intends using temporary solutions until the declining enrollment occurs.

The pattern of anticipated growth within the district would indicate that the most logical area for a future high school site in the Loomis community would be near Folsom Lake.

The Loomis Union School District includes all of the Loomis townsite plus roughly all the land on both sides of Sierra College Boulevard from King Road to Cavitt-Stallman Road. The district consists of three K-8 elementary schools. Franklin, Placer and Loomis Schools are all approximately 70 students from capacity at the present time. Anticipated densities indicate that by 1990 these existing schools should be filled and elementary school sites should be designated in the Graystone Manor and Folsom Lake areas.

The Penryn Elementary School District basically encompasses the area north of King Road and West of Interstate 80 to the Southern Pacific Railroad tracks running parallel to State Highway 193. The Penryn Elementary School is currently the only school within the district. The present enrollment is approximately 390 children with the capacity being 424. There is additional acreage on the site to eventually increase the capacity to 600 students. Proposed growth in the area to 1990 would indicate that the existing site should be adequate for the needs of the next 15 years.

The portion of the Newcastle Elementary School District in the plan area encompasses the townsite of Newcastle and extends west along State Highway 193 to Clark Tunnel Road and east along Indian Hill Road west of the intersection with Auburn-Folsom Road. The Newcastle Elementary School is the only public school in the district. It has a current enrollment of 275 with a capacity of 300. Enrollment in the school has

been declining for the last two years. Minimal growth is expected in the area and with the declining birth rate, it is not anticipated that a new site will be needed in the area.

3. Sierra College

Sierra Junior College east of Rocklin is also located within the plan area. The site is over 200 acres in size and appears to have sufficient acreage to expand their facilities to accommodate the projected population.

There are several areas within the Loomis Basin Plan that will be impacted heavily in the next 15 years. Future school sites should be protected so that when the need arises, development can occur with minimal delays. This can only take place if potential sites are designated well before the demand for these facilities is felt.

Other Services

All other public services are provided by the County of Placer at the current time. The County Sheriff's Office regularly patrols the area and is the responsible law enforcement agency. Municipal and Superior Courts are provided by the County. Animal Control is provided by the Office of the Agricultural Commissioner as are Agricultural Standardization and Weights and Measures. Cultural facilities such as branch libraries and community centers are also provided.

POLICIES

1. Discourage over-development of facilities, services, and systems in advance of demand to insure that no inequitable tax burden is imposed.

2. Ensure that adequate services will be available for proposed development before granting approvals.

3. Ensure that new development does not place undue tax burdens upon existing residents.

4. County or other public entity should be responsible to provide sewer and water, not a developer or private landholder.

5. Require disposal by sanitary sewer where the development is of sufficient size and density to warrant such improvements or where physical environmental conditions preclude the use of individual systems.

6. To promote a rural environment, the long-term use of individual sewage disposal systems should be encouraged except where physical and environmental conditions would prohibit their use.

7. Allow for the temporary use of individual disposal systems where physical conditions are not severely limiting and where services are not yet available.

8. Public service designations (i.e., firehouses, schools, community centers, and parks) on the plan are not intended to identify specific properties, but rather a need for such facility in the general area. Areas designated for public service facilities will assume the designation of the surrounding land use district, if at the time of develop-

ment the responsible public entity does not offer to acquire that area.

IV CIRCULATION/TRANSPORTATION ELEMENT

A. TRANSPORTATION FACILITIES

GOALS

1. TO ESTABLISH A SAFE, EFFICIENT AND INTERRELATED TRANSPORTATION SYSTEM TO SERVE THE NEEDS OF ALL CITIZENS.

2. IN ORDER TO PRESERVE THE NATURAL CHARACTER OF THE BASIN, NO FURTHER FREEWAYS OR INTERCHANGES SHOULD BE LOCATED IN THE BASIN.

3. FUTURE ROADWAY IMPROVEMENTS SHOULD BE PLANNED TO MAINTAIN THE RURAL CHARACTER OF THE BASIN BY UTILIZING EXISTING ARTERIALS.

4. COOPERATE WITH OTHER GOVERNMENT AGENCIES FOR A TRANSPORTATION SYSTEM IN THE BASIN.

Highways and Roads

The existing highway serving the Loomis Basin plan area is Interstate 80. This highway is the main transportation route between Sacramento and points west, and Auburn, Colfax and points east. This highway provides a high level of service for commuters, recreationalists, truckers and travelers to the east. It is currently being expanded to six lanes.

At present, there are six interchanges on Interstate 80 which provide transportation access to the plan area. These interchanges were designed to facilitate the widening of the freeway and have the capacity to handle their traffic loads.

Douglas Boulevard, Sierra College Boulevard, and Auburn-

Folsom Road provide through traffic routes to other portions of the County, as well as access to Folsom Lake, a major recreation area.

The Gold Rush Parkway Plan includes several plan area roads within its boundary. The Parkway Plan speaks to the use of roadways for recreation purposes along with land use restrictions. However, due to the need to conserve both energy and the environment, driving solely for pleasure should be minimized rather than encouraged.

Other transportation routes throughout the Loomis Basin should receive consideration as scenic corridors similar to the recreation access roads as designated in the Gold Rush Parkway Plan. These routes: Auburn-Folsom Road, Sierra College Boulevard, Douglas Boulevard, King Road and the Rocklin Road extension would benefit from the application of a scenic corridor.

Railways

The Southern Pacific Company's main east-west rail line passes through the Loomis Basin. The downhill or west-bound track runs approximately parallel to Taylor Road (Old Highway 40). The uphill or east-bound track runs along the ridge on the west edge of the basin. There are very limited depot facilities at Rocklin and Newcastle for both directions and Loomis and Penryn for west-bound trains. The railroads do not presently provide passenger service for the residents in the Loomis Basin.

Public Transportation

Public Transit, especially in the form of commuter bus

service, should be a viable alternate mode of travel for Loomis Basin residents. Eventually such a system is envisioned to connect Auburn to the Sacramento Metropolitan area. Such a system operating along Interstate 80 would provide a definite service to the Loomis Basin area, and could have a significant impact upon commuter traffic demands. As this service develops and expands, feeder routes should be developed throughout the Loomis Basin.

A county mini-bus service is currently operating between Auburn and Roseville on a limited schedule, and will hopefully expand as the area develops. This system is not capable of providing service to commuters at its present operating level.

Rail passenger service is not currently available in the plan area. A rail commute service would certainly relieve some of the traffic on I-80, as would a weekend schedule to provide for the heavy recreation traffic between Sacramento and Tahoe-Reno.

Western Greyhound Lines provides bus service to the communities of Rocklin, Loomis, Penryn and Newcastle. These buses operate along Taylor Road for their local services and on Interstate 80 for express routes.

Air Travel

There is presently no air service to the Loomis Basin and there are no plans for airports in the proposed General Plan revision. The nearest facilities are the Auburn and Lincoln Airports. Small plane owners in Rocklin, Roseville area should be encouraged to use the Lincoln facility.

Future Transportation Demand

The dwelling unit proposals based on the Loomis Basin Plan of May 8, 1975 are the basis for preliminary traffic projections on County roads within the plan area. These projections were developed using the assumption of complete buildout of the plan, 100% occupancy since this is a residential area and eight[1] trips per day, per dwelling.

The traffic projections which these proposals are based upon are for peak hour commute traffic. This peak is larger than the recreational peaks for this area. The exceptions to this are I-80 and Douglas Boulevard, as both of these routes have exceptionally heavy recreation peaks. Interstate 80 carries year-round weekend recreation traffic to Lake Tahoe and Reno, while Douglas Boulevard is a very heavily used access route to summer recreation on Folsom Lake.

Interstate 80, the existing freeway facility is currently being widened to six lanes by the State Department of Transportation. This may not provide sufficient capacity at acceptable levels of service through 1990, based upon projections of future freeway traffic volumes and the Loomis Basin General Plan.

Taylor Road/Pacific Street through Loomis and Rocklin can be expected to develop some serious congestion during

[1] Placer County Origin and Destination Study 1969.

the peak hour. Four traffic lanes, continuous left-turn lanes or turn pockets, parking restrictions, and other improvements may be required to provide adequate service through the main commercial areas of these two communities. Since this road is a former State Highway with up to 100' of existing right-of-way, it will remain in the major arterial category and provide sufficient room for other forms of transportation. These improvements are in agreement with the proposed City of Rocklin General Plan.

Douglas Boulevard is currently experiencing traffic volumes which indicate a need for additional lanes. Widening to four lanes and shoulder improvements will be needed to provide for the high peak traffic generated by Folsom Lake recreation facilities and the additional growth of residential developments within the plan. Efforts should be made to alleviate the serious traffic problems near the entrance to Granite Bay. During times of peak recreational traffic, the local residents have virtually no access into or out of the existing subdivisions. Alternate routes should be developed for access to these residential areas.

Rocklin Road currently serves a limited area to the east of Sierra College. A study of potential traffic based on the Plan indicates that extending Rocklin Road easterly to Auburn-Folsom Road would provide residents with an alternate route to I-80 and reduce the need to construct additional

traffic lanes on King Road or Horseshoe Bar Road. This extension, which would be three miles north of Douglas Boulevard, will provide greatly improved access to I-80 from this central region of the plan area east of the freeway. This roadway is planned for a 110' right-of-way in order to provide room for future alternate modes of transportation. It is possible that this road extension could be funded as a F.A.S. road.

Auburn-Folsom Road is the major secondary route running north-south through the plan area. It is the only route east of the freeway which runs continuously through the plan area, and as a result, it can be expected to carry a large portion of the roadway traffic in the basin. During the next fifteen years, this entire route will require traffic safety improvements, such as widening the roadway by adding adequate paved shoulders, left turn pockets, minor alignment adjustments and similar improvements. The traffic projections which were made for this General Plan, indicated that Auburn-Folsom Road between the city limits of Auburn and the Sacramento County line will need to be widened to four lanes. The plan is for 110' right-of-way for Auburn-Folsom Road from the City of Auburn to the County line in order to provide sufficient room for future road widening, a trail system and future undergrounding of utilities.

There are several other roads within the plan area which had been designated as future four lane roads through past planning procedures, such as the old Loomis Basin General Plan. The projected traffic volumes based on this revised General Plan indicates that these roads will no longer require these additional lanes as previously planned. Specifically, Cavitt-Stallman Road, Olive Ranch Road, Horseshoe Bar Road, King Road, and Penryn Road are all designated in this plan to remain as two-lane roads. The planned right-of-way width is being retained as eighty-four feet. Many past projects have dedicated land to the County for road purposes based on past road planning. By retaining this right-of-way width, the County will be able to include other modes of transportation as identified in other areas of the General Plan.

The remaining roads within the plan area appear to be adequate for the projected 1990 peak hour commuter traffic. There are local improvements needed throughout the existing system to improve the safety and convenience for the traveling public. Minor curve realignments, additions of shoulders, left-turn provisions, development of trails for non-auto transportation, and other improvements should be provided for as the needs arise.

POLICIES

1. Residential and commercial development should be designated so as to have the fewest number of access roads leading onto a major arterial roadway.

4. Promote development of rail passenger service, both within and through the Plan area.

5. Expanded rail service shall be encouraged along existing trackage to service inter- and intrastate recreation travel.

B. BIKE, PEDESTRIAN, AND EQUESTRIAN TRAILS

GOALS

1. PREPARE AND ADOPT A COMPREHENSIVE BIKEWAY PLAN SERVING ALL PORTIONS OF THE LOOMIS BASIN. PREPARE AN ACTION PLAN TO IMPLEMENT THE GENERAL PROVISIONS OF THE COMPREHENSIVE BIKEWAY PLAN.

2. ENCOURAGE CONSTRUCTION OF EQUESTRIAN AND PEDESTRIAN PATHS ADJOINING STREETS AND HIGHWAYS.

An integral part of the Loomis Basin plan is a proposed network of bike, pedestrian, and equestrian trails. These trails would provide extensive recreational opportunities for both residents and non-residents alike, as well as providing local residents with an alternate mode of transportation for short shopping, business, and pleasure trips.

The policy will be to provide off-road trails wherever feasible. Generally, all three modes will be provided for, i.e., a paved trail for bikers and pedestrian, and a graded earth path for equestrian usage.

Rights-of-way for trails will be obtained during road construction projects, as a condition on land developments,

by obtaining public easements, and if necessary, by the eminent domain process. This trail network will compliment the proposed Gold Rush Parkway as well as the Western States Trail along Folsom Lake and the American River.

POLICIES

1. Prepare and adopt a comprehensive bikeway plan serving the Loomis Basin.

2. Construct equestrian bike and pedestrian trails wherever appropriate to provide for the growing use of horses, bikes, and hiking for pleasure.

3. Obtain easements for the trails system from landowners and developers.

C. NOISE

GOALS

1. LOCATE NOISE-SENSITIVE LAND USES WITHIN AREA OF ACCEPTABLE COMMUNITY NOISE EQUIVALENT LEVELS.

Noise is often described as unwanted sound. Environmentally, noise has been increasing steadily, and spreading rapidly into the once quiet rural and wilderness areas. Unfortunately, this increase has been insidious and unnoticed until it suddenly reached levels which can no longer be tolerated.

Physical and psychological damage from noise has been well documented in the medical literature. Permanent hearing loss, interference with speech and communication, hazardous job conditions can be attributed to excessive noise. Stress, which can

be produced by exposure to noise, can significantly affect health manifesting itself by a large number of stress-related illnesses. Loss of sleep or disturbance of sleep could result in serious social-psychological disturbance within families or work situations.

It should not be necessary to learn to live with excessive levels of noise. Modern technology is available to reduce present noise levels and prevent further pollution. It is only a matter of applying that which we already know.

As with most of the areas in California, the largest contributing factor to the noise pollution problem within the Loomis Basin is due to transportation. Diesel trucks and buses at freeway speeds (55 m.p.h.) are the loudest offenders. In some parts of the basin, trains are actually more of a problem, but statistics regarding them are generally not as accurate or available.

Typical Examples of Noise Versus Distance

Following are examples of typical noise versus distance. Test Method Cal 701-A was used.

1) Freeway noise--Diesel Engines--at freeway speeds (each measurement ±6 dbA)

dbA	Distance from Edge of Pavement	Areas Where Conditions Might Occur
86	50'	
85	60'	
80	100'	
75	180'	I-80
70	320'	Sierra College Blvd.
65	550'	(west of I-80)
60	1000'	Douglas Blvd.
55	1800'	
50	3100'	

A_1..... -6 dbA---gasoline trucks, no diesels, also motorcycles at freeway speeds

A_2.....-10 dbA---autos at freeway speeds, no diesels, no trucks, no buses

2) Highway noise with diesel engines at not more than 35 mph.

dbA	Distance from Edge of Pavement	Areas where Conditions Might Occur
80	45'	
75	80'	
70	150'	
65	250'	Taylor Road
60	450'	Auburn-Folsom Rd.
55	800'	
50	1500'	

3) Gasoline engines, private vehicles, at 35 mph, on city streets.

dbA	Distance from Edge of Pavement	Areas where Conditions Might Occur
76	35'	
75	40'	King Road
70	70'	Horseshoe Bar
65	125'	Laird
60	225'	Brace
55	400'	Barton
50	700'	Cavitt-Stallman
45	1300'	

4) Trains (not including whistle noise)

dbA	Distance from Edge of Track	Areas where Conditions Might Occur
90	100'	
85	250'	
80	500'	Rocklin, Loomis,
75	825'	Newcastle
70	1325'	

Following are actual measurements of distance between buildings containing noise sensitive uses and the edge of pavement:

Del Oro High School (from Taylor Road to corner of nearest building)--113'

Loomis Baptist Church to Taylor Road--105.5'

Houses at King Road and Day Tract on both sides of King Road--35'

Loomis Lions Park from edge of freeway fence--45'

- from edge of park to freeway fence--240'
- from edge of park to center runway Holsclaw airstrip--130'
- to edge of picnic from King Road--5'

Placer School Kindergarten on Horseshoe Bar Road--106'

Sierra Baptist Church, Auburn-Folsom Road--95'

Castle City Mobile Home Park, Newcastle Road

- from mobile home to edge of Newcastle Road--20-30'

Penryn Elementary School

- from edge of pavement to Kindergarten--72'
- from edge to classrooms--81'

(NOTE: Train noise is very noticeable here)

Loomis Elementary School

- Library and classroom to King Road--26'

Examples of Common Sound Levels

Soft whisper..... 30 dB

Conversational Speech (3 feet).... 60 dB

Automobile (30 feet)..... 74 dB

Hydraulic Press.....120 dB

Jet Plane at takeoff.....140 dB

(Source: SRAPC, Noise Technical Report, January 1974)

Noise standards are intended to be used as guidelines for setting limits of noise impact in the determination of land use.

These guides are necessarily set as an acceptable range of noise level because of the differences in the way humans react to intensity and frequency as well as occurrence rate of noise. The California State Department of Public Health recommends the following:

Recommended Noise Levels for Various Land Uses

Location	Noise Level dB(A) Day	Night
Rural Residential and Open Space	35-45	25-35
Suburban Residential	40-50	30-40
Urban Residential	45-60	35-45
Commercial	55-65	45-55
Industrial	60-70	50-60

(Source: A Report to the 1971 Legislature on the Subject of Noise, California Department of Public Health, Sacramento.)

The zoning code should incorporate these standards for planning and implementation to promote a program for noise reduction.

Both the federal and state governmental agencies involved in environmental planning have been setting forth standards to be applied. There are gaps remaining in these recommendations, and it may be contingent on local planning to provide the necessary controls. For example, federal vehicular noise standards generally only apply to new products, with certain interstate carriers excepted. In addition, airport noise must be regulated on state and local level, rather than through federal controls.

Transportation is the major source of noise in the Loomis Basin. There are several methods to combat noise from these sources.

It has been shown that increased speed creates increased noise, and the larger the vehicle, the louder it is. This is generally true of trains, diesel trucks and buses, gasoline trucks, automobiles, and motorcycles. Obviously then, one way to reduce road noise is to limit speed. It is especially necessary to limit size of trucks and speed of all vehicles on the "neighborhood" roads in the basin. Exceptions on truck size would have to be considered for Auburn-Folsom, Douglas Boulevard, Sierra College Boulevard, and Taylor Road, but no exceptions on speed limits should be considered.

One of the most effective methods of noise control, other than control of noise at the source, is by design of freeways to conform with noise abatement standards. For freeways and highways already constructed, it may be necessary to erect sound barriers along some sections of existing roads (I-80, Sierra College Boulevard) and the railroad tracks. Due to aesthetic consierations, however, this is not being recommended.

Probably the least expensive and most effective sound barrier is the grass-covered earth berm, at least 6 feet high. This tends to absorb sound as well as form a solid barrier. Sound barriers must be impervious to air flow, must have density, and must not vibrate. Invariably, the subject of plantings as a sound barrier comes up. Louis Bourget, Electronics Engineer with the State Division of Highways says in Can Noise Radiation

from Highways Be Reduced by Design?, "This topic should be laid to rest." The fact is that plantings lack all of the qualities of a good sound barrier. They do provide an attractive partial visual shield, and improve the appearance of concrete or other solid structures.

Solid buildings can shield a building behind it and acts as a noise attenuator. Complete visual screening of the noise helps to lower the noise levels.

In the Loomis Basin it is important to note that the majority of the "neighborhood" roads, i.e., King, Brennan, Rattlesnake, Newcastle, Horseshoe Bar, Laird, Cavitt-Stallman, etc., are extremely narrow. As traffic increases with population growth, proposals to widen these roads should be very carefully considered. The following table shows the noise increases with the loss of setback from road edge.

Percent Loss of Setback Distance	Noise Increase
20%	2.0 dB
29%	3.0
37%	4.0
44%	5.0
50%	6.0
55%	7.0
60%	8.0
64%	9.0
68%	10.0
75%	12.0

(Source: Technical Advisory Panel on Motor Vehicle Noise, Motor Vehicle Noise, A Report to the Assembly Committee on Transportation.)

It appears that one of the changes in building code or zoning regulations should be for an increase in road front setbacks in residential areas from 50' or less to at least 70'.

The table on page 77 indicates that a decibel level of 35 mph 70' away is 70 dB, the just tolerable upper limit for noise in residential areas.

Obviously, transportation noise in any area is not static. Ambient noise (background noise) levels of a residential neighborhood will drop during the late evening and early morning hours. It is during these hours that trains and train whistles, motorcycles, and trucks, produce noise which becomes annoying and disturbing to a neighborhood.

Fixed noise sources in the basin are not major sources of annoyance and complaint. The lumber yard in Loomis is relatively quiet when compared to the train. The residents of the mobile home park located between the tracks and Taylor Road, and next to the lumber yard, have many reasons for complaint.

The manufacturing and construction industries of Newcastle are located adjacent to the railroad and the citizens of Newcastle have both noise sources to contend with. Consideration should be given to the construction of barriers if noise is a cause for complaint. An interview with residents of the Castle City Mobile Home Park indicated that those homes located along Newcastle Road are not only annoyed by heavy trucks and motorcycles, but because of the short elevated portion of the freeway, they are receiving the full impact of noise from the freeway.

Home air-conditioning condensers, noisy motorbikes, barking dogs, power lawn mowers, and early morning garbage collection trucks, are also causes for complaints as nuisance noises.

One remedy to this might be building codes requiring larger setbacks between houses in subdivisions, increased sound insulation requirements, and enactment of noise ordinances.

If boats, whose noise emission standards are regulated by California State Law are an annoyance to the residents along the periphery of Folsom Lake, sound pressure level measurements should be taken, and contact made with state authorities to conduct closer surveillance and enforcment of existing laws.

POLICIES

1. Locate noise-sensitive land uses within areas of acceptable community noise equivalent levels (CNEL noise contours).

2. Encourage freeway and roadway design techniques which reduce noise impacts on adjacent land uses. Such designs may include greenbelt-buffer areas to mitigate noise impacts.

3. Strive to mitigate existing conflicts between transportation facilities and noise-sensitive land uses.

V. IMPLEMENTATION OF THE PLAN

The usefulness of the general plan depends upon the degree to which it is implemented. There are several more or less standard tools of implementation such as zoning ordinances, capital improvement programming, subdivision ordinances, and building codes administration. Other,

less regular, methods may also be considered as plan-implementing tools. Included here are such things as private decisions to develop land, aesthetic design regulations, agricultural preserve agreements, and open space agreements. The following are recommendations on how this plan might be implemented within land use categories.

RURAL ESTATE AND RURAL RESIDENTIAL

Lands included within this district fall into three basic groups: Rural-Residential areas, producing lands, vacant or non-producing lands, and lands unsuited for a higher use without major investments for public services.

Owner-producers are encouraged to enter into the California Land Conservation Act program. Few, if any, major public improvements should be made in these areas in order to follow the principle of placing the lowest possible taxes in areas of very limited demand for public services.

Where lands are currently non-producing, the same general recommendations should apply. The county should develop an Open Space Agreement Ordinance pursuant to the enabling Open Space Act of 1974 which will allow owners to enter into an agreement which effectively changes the basis of tax appraisal from market-value basis to income-producing basis.

Lands unsuited for development during the current period are mostly those on the Mehrten volcanic formation,

a very hard material. The density and impermeability of this geologic unit combined with a lack of soils of significant depth make it unsuitable for disposal of sewage by individual systems. The general lack of proximity to existing sanitary sewer systems and the relatively high cost of trenching for utilities limit the reasonable expectation of development in this area for the period of this plan. One approach to future use is to continue the existing livestock grazing uses. There will be an opportunity here for future development (beyond 1990) as growth and the increase in demand for residential and commercial use make development more economically feasible. In the interim, open space agreements may be considered. Where restrictions are more restrictive, lower densitites and larger parcel sizes should be adopted. If conditions are more permissive of residential occupancy, smaller lots should be used.

The expenditures for capital improvements, both public and private, should reflect the densitites of use and policies shown in the plan. Sewers, domestic water, and similar improvements will generally not be required in the Rural Residential and Rural Estate districts. There are areas within some of these districts, however, which should have both sewers and treated water in order to be used as residential property. The most prominent of these

are the areas adjacent to Folsom Lake, notabley SAD #3, and the area from Miners Ravine Creek south to the County line. The parcel size expressed on the plan map should be treated as a density factor in terms of dwelling units per acre combined with a large parcel minimum. This residential density may be clustered in a planned unit development in order to reduce overall development costs.

LOW, MEDIUM AND HIGH DENSITY

The residential land use districts shown on the plan vary from the Low Density up to High Density Residential. The zoning used to implement each of these may vary within the ranges indicated.

Where Low Density, Medium Density, and High Density Residential districts are shown, the full range of public facilities should be available at the time of development. Planned Unit Developments are encouraged here also not only to reduce development costs, but to take advantage of the natural features of each site in the most efficient manner.

Commercial

It is expected that all commercial development will be done by private interests. Suitable access and transportation facilities, as well as some utilities for sewer and water, should be provided by public agencies. It is recommended

that commercial zoning ranging from Neighborhood Commercial to General Commercial be used in the town center commercial areas. Scenic corridor Design Control zoning should be included in the Loomis Village and Granite Bay Village areas as well as in the older adjacent commercial centers. Highway Service Commercial with design control zoning should be used at those commercial locations adjacent to Interstate 80 intersections.

Loomis and Granite Bay Villages

The full range of public services should be made available to these new town centers. Implementing zoning should reflect the retail commercial nature of these areas as well as accommodate professional offices. It is desirable for these activity centers to accommodate such public uses as a branch library, municipal court, fire station, and school. Hopefully, the developers of these areas will choose to plan the development as a comprehensive unit rather than allowing building in a piecemeal fashion.

Committees should be organized in each of the affected communities to develop architectural design themes and recommendations for each of the new villages, as well as for the existing commercial districts. This committee could serve in an advisory capacity to review designs and site plans for new commercial and multiple residential developments.

Industrial

The industrial areas shown on the plan should be zoned accordingly and receive the full complement of public services and utilities. Their development should be planned so as to buffer high noise areas from nearby residential neighborhoods rather than add to the noise. Large manufacturers should be encouraged to locate in the Sunset-Whitney Industrial Park area.

RIPARIAN/DRAINAGE AREA

The Riparian/Drainage Area occurs primarily in the riparian zone and flood channel of the three major creeks. It is not intended that the public attempt to acquire these areas by purchase within the plan period. Limited reaches of the creeks may be dedicated to the public for maintenance. These dedications will be primarily within large developments as they are recorded. Acquisition of greenbelts through dedications will be slow and gradual.

Areas along creeks should be protected with open space zoning to prevent structures from encroaching in the flood zones of creeks. These areas may remain private as long as they traverse minor private holdings where the owners do not wish to accommodate public access. The use of these greenbelts may continue to be the same as historical uses so long as such use does not disrupt drainage patterns,

destroy wildlife values, or adversely affect water quality. An ordinance which limits grading and vegetation removal should be adopted by the County in order to regulate grading practices and plant removal in these important natural areas.

Planning Reserve

Recommend implementation by zoning for Agricultural use with very large parcel size, such as 80 acres, and a combining Development Reserve which requires a specific plan to be adopted prior to development.

ACKNOWLEDGEMENTS

PLACER COUNTY
BOARD OF SUPERVISORS

Raymond Thompson, Chairman (District 3)
Alex Ferreira (District 2)
Robert P. Mahan (District 1)
C. T. (Jim) Henry (District 5)
Michael Lee (District 4)

PLACER COUNTY
PLANNING COMMISSION

Frank Kee, Chairman
Larry Sevison, Secretary
Francis M. Grey
Betty Milam
William A. Nichols
Lew Wallington
Jack Lish

PLACER COUNTY
PROJECT STAFF

Thomas D. McMahan
Planning Director

Kenneth L. Milam
Assistant Planning Director

David F. Mirtoni
Associate Planner

Thomas L. Tratt
Associate Planner

Thomas D. Kubik
Associate Planner

John A. Remington
Assistant Planning Engineer

Lynn Johnson
Supervising Sanitarian

Thom Carmichael
Registered Sanitarian

John H. Wilson
Agricultural Commissioner

LOOMIS BASIN PLANNING COMMITTEE

Membership

Granite Bay Vista Association
Harold Chapman

Lakeview Hills Citizens Advisory
George Weig
Bernard Schur

Rollingwood Citizens Committee
Judy Hopkins

District 4, Citizens Advisory Committee
Donald Lunsford

Eureka Union School District
Ronald Walker, Principal

Loomis Basin Zoning Committee
Hilde Meissen

Lakeshore Estates Citizens Committee
Mary Sparks

City of Rocklin
Clint Malloy

Placer Union High School District
Mrs. Helen Bale

Blistermites
Harvey Carlisle
Bob Hansen

Loomis Grange
Jay Dean

I.B.E.W. (union)
Gary Peterson
Melvin L. Neal

Hidden Valley Citizens Advisory
Barbara Pepper
Gene Chew
George Adams

Placer County Board of Realtors
Connie Cowperthwaite
Ed Fischer

LOOMIS BASIN PLANNING COMMITTEE (continued)

S.P.A.C.E.
Ken Miller

Loomis Union School District
Oliver Sasse

R.U.R.A.L.
Joe Ferreira
Betty Ferreira
Gretchen Crespillo

Loomis Womens Club
Marilyn Caruthers

Lakeridge Property Owners Association
George Feil
Verl Sproul

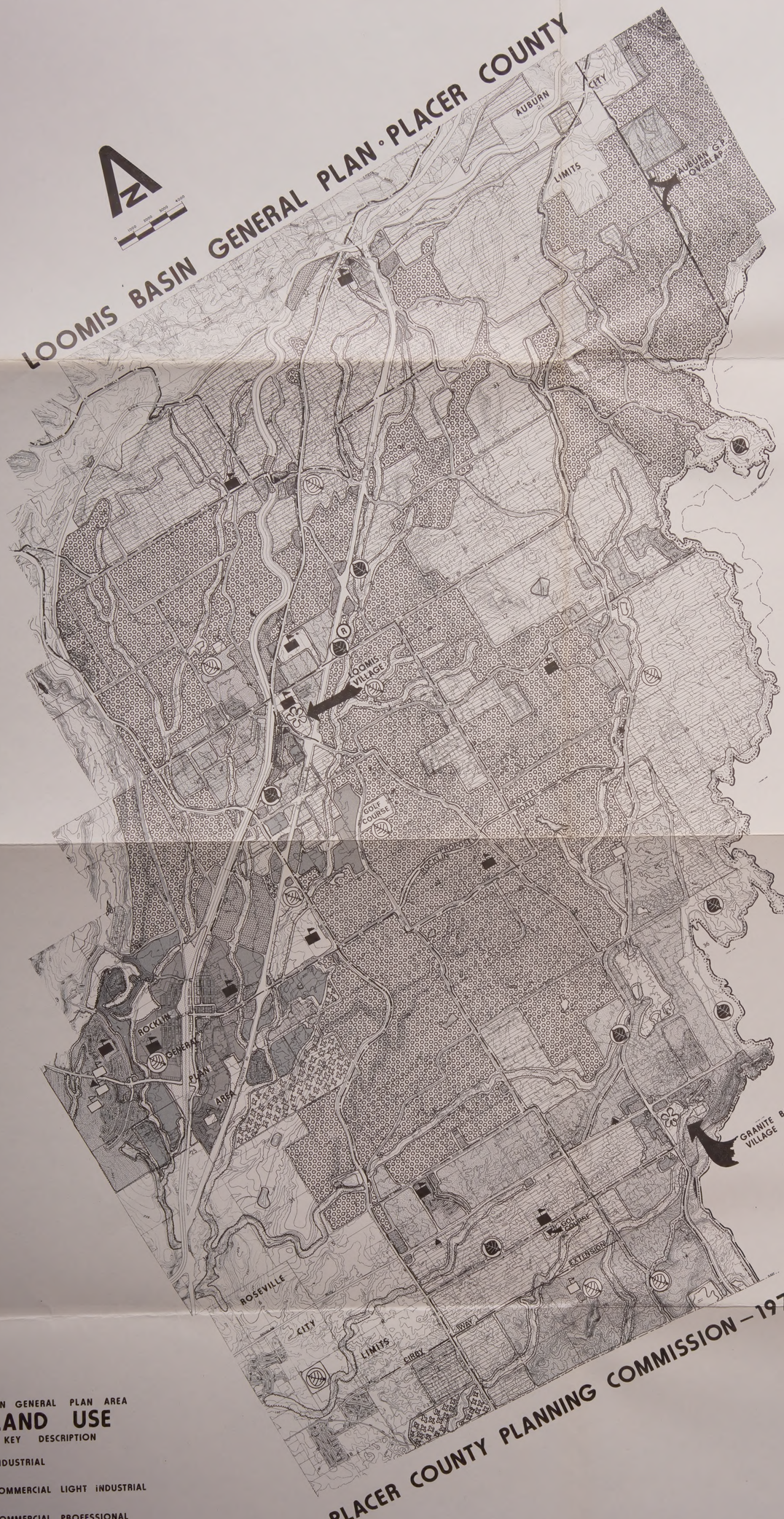
Penryn School District
Elroy Freitas

Penryn Community Association
Stan Colwell

GENERAL RULES FOR INTERPRETATION OF LOOMIS BASIN GENERAL PLAN

General Plan Designation	Zone Districts Permitted
Low Density Residential	Open Space, Single Family Residential, Agricultural Residential, and Farm
Medium Density Residential	Single Family Residential, Open Space, and Residential-Professional Offices
High Density Residential	Single Family Residential, Medium Density Multiple Residential, Open Space, and Residential-Professional Offices
Rural Residential	Single Family Residential, Farm, Open Space, and Agricultural Residential
Rural Estate	Single Family Residential, Farm, Open Space, Agricultural Residential
Commercial	Medium Density Multiple Residential, Neighborhood Commercial, Central Commercial, General Commercial, Heavy Commercial, Neighborhood Shopping Center, Highway Service, and Residential-Professional Offices
Industrial	Industrial, Industrial Park, Limited Industrial
Riparian/Drainage Area	Open Space
Park and Recreation	Single Family Residential, Recreation and Forestry, Open Space, Agricultural Residential, and Farm

LOOMIS BASIN GENERAL PLAN • PLACER COUNTY



LAND USE
KEY DESCRIPTION

- INDUSTRIAL
- COMMERCIAL
- HIGH DENSITY RESIDENTIAL 4 to 10 DU/AC*
- MEDIUM DENSITY RESIDENTIAL 2 to 4 DU/AC
- LOW DENSITY RESIDENTIAL 0.4 to 2.3 AC. MIN.*
- RURAL RESIDENTIAL 2.3 to 5.0 AC. MIN.
- RURAL ESTATE 5.0 to 20.0 AC. MIN.
- PLANNING RESERVE
- FIRE STATION — EXISTING / PROPOSED
- PARK / RECREATION FACILITIES — EXISTING / PROPOSE
- SCHOOLS — EXISTING / PROPOSED
- RIPARIAN / DRAINAGE AREA
- WATER
- PROPOSED TRAILS
- EXISTING TRAILS
- MAJOR ROADS
- (R) RESTRICTED AIRSTRIP
- GRANITE BAY VILLAGE
  LOOMIS VILLAGE

* DU/AC – DWELLING UNITS PER ACRE
* AC. MIN. – ACRE MINIMUM

PLACER COUNTY PLANNING COMMISSION – 1975

ROCKLIN GENERAL PLAN AREA

LAND USE
KEY DESCRIPTION

- INDUSTRIAL
- COMMERCIAL LIGHT INDUSTRIAL
- COMMERCIAL PROFESSIONAL
- RESIDENTIAL
- CONSERVATION RECREATION
- SCHOOLS — EXISTING / PROPOSED
- A/R URBAN RESERVE

PLATE 4